# APPENDIX A

COUNTY OF SAN DIEGO NOISE STANDARDS

## Policy 4b

Because exterior community noise equivalent levels (CNEL) above 60 decibels and/or interior CNEL above 45 decibels may have an adverse effect on public health and welfare, it is the policy of the County of San Diego that:

- 1. Whenever it appears that new development may result in any (existing or future)noise sensitive land use being subject to noise levels of CNEL equal to 60 decibels (A) or greater, an acoustical analysis shall be required.
- 2. If the acoustical analysis shows that noise levels at any noise sensitive land use will exceed CNEL equal to 60 decibels, modifications shall be made to the development which reduce the exterior noise level to less than CNEL of 60 decibels (A) and the interior noise level to less than CNEL of 45 decibels (A).
- 3. If modifications are not made to the development in accordance with paragraph 2 above, the development shall not be approved unless a finding is made that there are specifically identified overriding social or economic considerations which warrant approval of the development without such modification; provided, however, if the acoustical study shows that sound levels for any noise sensitive land use will exceed a CNEL equal to 75 decibels (A) even with such modifications, the development shall not be approved irrespective of such social or economic considerations.

## <u>Definitions</u>, Notes & Exceptions

"Decibels (A)" refers to A-weighted sound levels as noted on page VIII-2 of this Element.

"Development" means any physical development including but not limited to residences, commercial, or industrial facilities, roads, civic buildings, hospitals, schools, airports, or similar facilities.

## "Exterior noise":

(a) For single family detached dwelling projects, "exterior noise" means noise measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum area:

(i) Net lot area up to 4,000 sq. ft.: 400 square feet (ii) Net lot area 4,000 sq. ft. to 10 ac.: 10% of net lot area

(iii) Net lot area over 10 ac.: 1 ac.

- (b) For all other projects, "exterior noise" means noise measured at all exterior areas which are provided for group or private usable open space purposes.
- (c) For County road construction projects, the exterior noise level due to vehicular traffic impacting a noise sensitive area should not exceed the following values:

(i) Federally funded projects: The Noise standard contained in applicable Federal Highway

Administration Standards.

(ii) Other projects:

60 decibels (A), except if the existing or projected noise level without the project is 58 decibels (A) or greater, a 3 decibel (A) increase is allowed, up to the maximum permitted by Federal Highway Administration Standards.

"Group or Private Usable Open Space" shall mean: Usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways (Group Usable Open Space); and usable open space intended for use of occupants of one dwelling unit, normally including yards, decks and balconies (Private Usable Open Space).

"Interior noise": The following exception shall apply: For rooms which are usually occupied only a part of the day (schools, libraries, or similar), the interior one-hour average sound level, due to noise outside, should not exceed 50 decibels (A).

"Noise sensitive land use" means any residence, hospital, school, hotel, resort, library or any other facility where quiet is an important attribute of the environment.

**Action Program 4b1** Recommend programs to soundproof buildings or redevelop areas where it is impossible to reduce existing source noise to acceptable levels.

**Action Program 4b2** Study the feasibility of extending the application of Section 1092, California Administrative Code dealing with noise insulation standards to single-family dwellings, and incorporating higher standards for reduction of exterior noise intrusion into structures.

**Action Program 4b3** Require present and projected noise level data to be included in Environmental Impact Reports. Designs to mitigate adverse noise impacts shall also be used.

- (2) any sound or noise exceeding criteria standards, or levels as set forth in this chapter.
- (t) Water Craft shall mean any boat, ship, barge, craft or floating thing designed for navigation in the water which is propelled by machinery, whether or not such machinery is the principal source or propulsion, but shall not include a vessel possessing a valid marine document issued by the United States Bureau of Customs or any federal agency successor thereto.
- (u) <u>Supplementary Definitions of Technical Terms</u> definitions of technical terms not defined herein shall be obtained from the American National Standard, "Acoustical Terminology" S1. 1-1961 (R-1971) or the latest revision thereof.

(Amended by Ord. No. 7428 (N.S.), effective 2-4-88; amended by Ord. No. 8477 (N.S.), adopted 11-8-94, operative 1-1-95; amended by Ord. No. 8975 (N.S.), adopted 12-8-98, operative 1-2-99)

Cross reference(s)--Definitions, § 12.101 et seq.

## SEC. 36,403. SOUND LEVEL MEASUREMENT.

- (a) Any sound or noise level measurement made pursuant to the provisions of this ordinance shall be measured with a sound level meter using the A-weighting and "slow" response pursuant to applicable manufacturer's instructions.
- (b) The sound level meter shall be appropriately calibrated and adjusted as necessary by means of an acoustical calibrator of the coupler-type to assure meter accuracy within the tolerances set forth in American National Standards ANSI-SI. 4-1971.
- (c) For outside measurements, the microphone shall be not less than four (4) feet above the ground, at least four (4) feet distant from walls or other large reflecting surfaces and shall be protected from the effects of wind noises by the use of appropriate wind screens and the location selected shall be at any point on the affected property. In cases when the microphone must be located within ten (10) feet of walls or similar large reflecting surfaces, the actual measured distances and orientation of sources, microphone and reflecting surfaces shall be noted and recorded. In no case shall a noise measurement be taken within five (5) feet of the noise source.
- (d) For inside measurements, the microphone shall be at least three (3) feet distant from any wall, ceiling or partition, and the average measurement of at least three (3) microphone positions throughout the room shall be determined.

## SEC. 36.404. SOUND LEVEL LIMITS.

Unless a variance has been applied for and granted, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth below, except that:

- (1) Construction noise level limits shall be governed by Section 36.410 of this chapter; and
- (2) Where a noise study has been conducted and the noise mitigation measures recommended by that study have been made conditions of approval of a Major Use Permit which authorizes the noise-generating use or activity, and the decision making body approving the Major Use Permit determined that those mitigation measures reduce potential noise impacts to a level below significance, then implementation and compliance with such noise mitigation measures shall be deemed to constitute compliance with this section.

Zone		APPLICABLE LIMIT ONE- HOUR AVERAGE SOUND LEVEL (DECIBELS)
R-S, R-D, R-R, R-MH, A-70, A-72, S-80, S-81, S-87, S-88, S-90, S-92, R-V, and R-U Use Regulations with a density of less than 11 dwelling units per acre.	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	50 45
R-RO, R-C, R-M, C-30, S-86, R-V AND R-U Use Regulations with a density of 11 or more dwelling units per acre.	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50
S-94 and all other commercial zones.	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55
M-50, M-52, M-54	Anytime	70
S-82, M-58, and all other industrial zones.	Anytime	75

If the measured ambient level exceeds the applicable limit noted above, the allowable one hour average sound level shall be the ambient noise level. The ambient noise level shall be measured when the alleged noise violation source is not operating.

The sound level limit at a location on a boundary between two (2) zoning districts is the arithmetic mean of the respective limits for the two districts; provided however, that the one-hour average sound level limit applicable to extractive industries, including but not limited to borrow pits and mines, shall be

75 decibels at the property line regardless of the zone where the extractive industry is actually located.

Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the noise level limits of this section, measured at or beyond six (6) feet from the boundary of the easement upon which the equipment is located.

(Amended by Ord. No. 7094 (N.S.), effective 3-25-86; amended by Ord. No. 9478 (N.S.), effective 7-19-02)

## SEC. 36.405. MOTOR VEHICLES.

- (a) Repairs of Motor Vehicles. It shall be unlawful for any person within the County to repair, rebuild, or test any motor vehicle in such a manner as to cause disturbing, excessive or offensive noises as defined in Section 36.402(s) of this chapter.
- (b) On-Highway. Violations for exceeding applicable noise level limits as to persons operating motor vehicles on a public street or highway in the County shall be prosecuted under applicable California Vehicle Code provisions and under Federal Regulation adopted pursuant to 42 U.S.C. 4905(a)(1)(A), (B), and (C)(ii), (iii) for which enforcement responsibility is delegated to local governmental agencies.
- (c) Off-Highway. Except as otherwise provided for in this ordinance, it shall be unlawful to operate any motor vehicle of any type on any site other than on a public street or highway as defined in the California Vehicle Code in a manner so as to cause noise in excess of those noise levels permitted for On-Highway motor vehicles as specified in the table "35 miles per hour or less speed limits" contained in Section 23130 of the California Vehicle Code.
- (d) <u>Emergency Vehicles.</u> Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations.
- (e) <u>Urban Transit Buses</u>. Buses as defined in the California Vehicle Code shall at all times comply with the requirements of this section.

#### SEC. 36.406. POWERED MODEL VEHICLES.

It shall be unlawful for any person to operate any powered model vehicle except between the hours of 7 a.m. and 9 p.m. and then only in such a manner so as not to emit noise in excess of those levels set forth in Section 36.404; however, if powered model vehicles are operated in public parks at a point more than 100 feet from the property line, the noise level shall be determined at a distance of 100 feet from the noise source instead of at the property line, and

noises from powered model vehicles measured at that distance in excess of the noise limits specified in Section 36.404 are prohibited.

#### SEC. 36.407. REFUSE VEHICLES & PARKING LOT SWEEPERS.

No person shall operate, or permit to be operated, a refuse compacting, processing, or collection vehicle or parking lot sweeper between the hours of 10 p.m. to 6 a.m. in or adjacent to any residential zone unless a variance has been applied for and granted pursuant to this chapter.

(Amended by Ord. No. 7428 (N.S.), effective 2-4-88)

## SEC. 36.408. WATERCRAFT.

Violations for excessive noise of watercraft operating in waters under the jurisdiction of the County of San Diego shall be prosecuted under applicable provisions of the California Harbors and Navigation Code.

## **SEC. 36.409. AIRPORTS.**

All noise emanating from airport activities other than that produced by aircraft shall be subject to all of the regulations contained in this ordinance.

## SEC. 36.410. CONSTRUCTION EQUIPMENT.

Except for emergency work, it shall be unlawful for any person, including the County of San Diego, to operate construction equipment at any construction site, except as outlined in subsections (a) and (b) below:

- (a) It shall be unlawful for any person, including the County of San Diego, to operate construction equipment at any construction site on Sundays, and days appointed by the President, Governor, or the Board of Supervisors for a public fast, Thanksgiving, or holiday. Notwithstanding the above, a person may operate construction equipment on the above-specified days between the hours of 10 a.m. and 5 p.m. in compliance with the requirements of subdivision (b) of this Section at his residence or for the purpose of constructing a residence for himself, provided such operation of construction equipment is not carried on for profit or livelihood. In addition, it shall be unlawful for any person to operate construction equipment at any construction site on Mondays through Saturdays except between the hours of 7 a.m. and 7 p.m.
- (b) No such equipment, or combination of equipment regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of seventy-five (75) decibels for more than 8 hours during any twenty-four (24) hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes.

In the event that lower noise limit standards are established for construction equipment pursuant to State or Federal law, said lower limits shall be used as a basis for revising and amending the noise level limits specified in subsection (b) above.

#### SEC. 36.411. CONTAINERS AND CONSTRUCTION MATERIAL.

It shall be unlawful for any person to handle or transport or cause to be handled or transported in any public place, any container or any construction material in such a way as to create a disturbing, excessive, or offensive noise as defined under Section 36.402(s) of this ordinance.

## SEC. 36.412. SIGNAL DEVICE FOR FOOD TRUCKS.

No person shall operate or cause to have operated or used any sound signal device other than sound-amplification equipment attached to a motor vehicle wagon or manually propelled cart from which food or any other items are sold which emits a sound signal more frequently than once every ten minutes in any one street block and with a duration of more than ten seconds for any single emission. The sound level of this sound signal shall not exceed ninety (90) decibels at fifty (50) feet.

## **SEC. 36.413. MULTIPLE FAMILY DWELLING UNITS.**

Notwithstanding any other provisions of this ordinance it shall be unlawful for any person to create, maintain or cause to be maintained any sound within the interior of any multiple family dwelling unit which causes the noises level to exceed those limits set forth below in any other dwelling unit:

Type of Land Use			Allowable Interior Noise Level (dBA)	
		No Time	1 min in 1 hour	5 min in 1 hour
Multifamily	10 pm- 7 am	> 45	40	35
Residential ( > greater than)	7 am-10 pm )	> 55	50	35

( less than or equal to)

The monitoring procedures outlined under Section 36.403 shall be followed in enforcing this section.

# SEC. 36.414. GENERAL NOISE REGULATIONS.

# **APPENDIX B**

**GRADING PLANS** 











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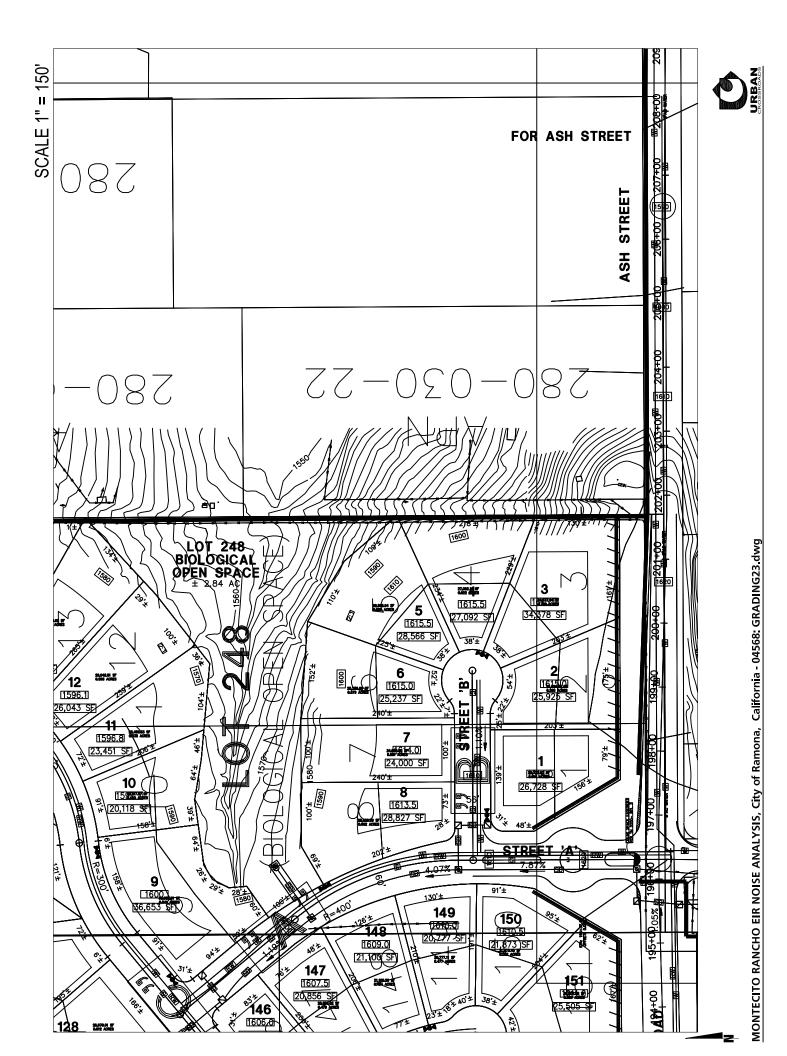


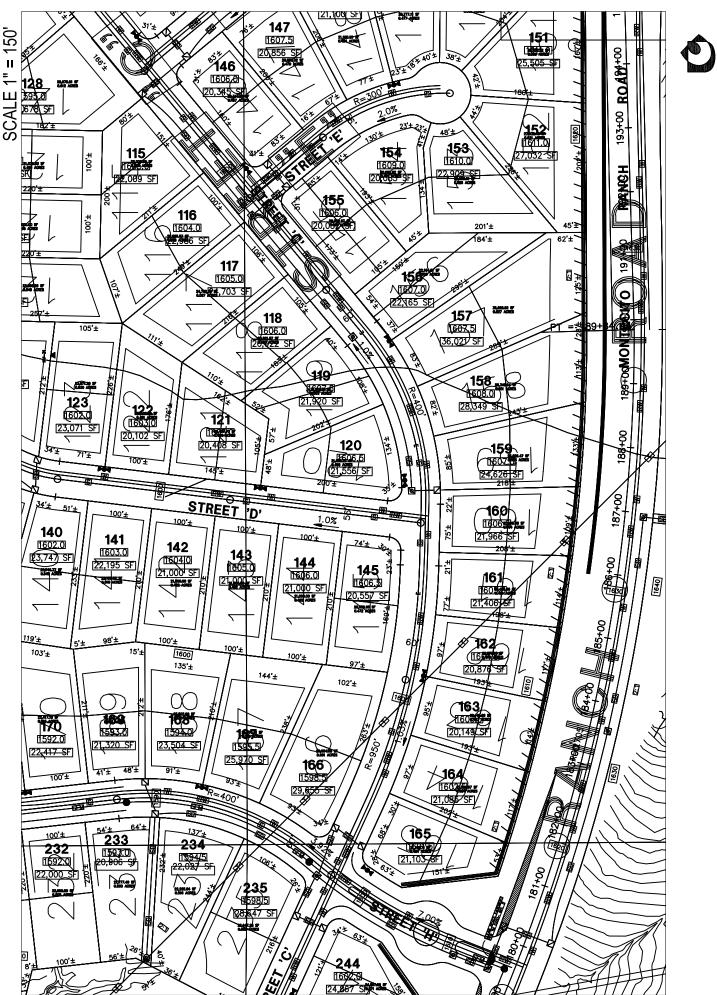
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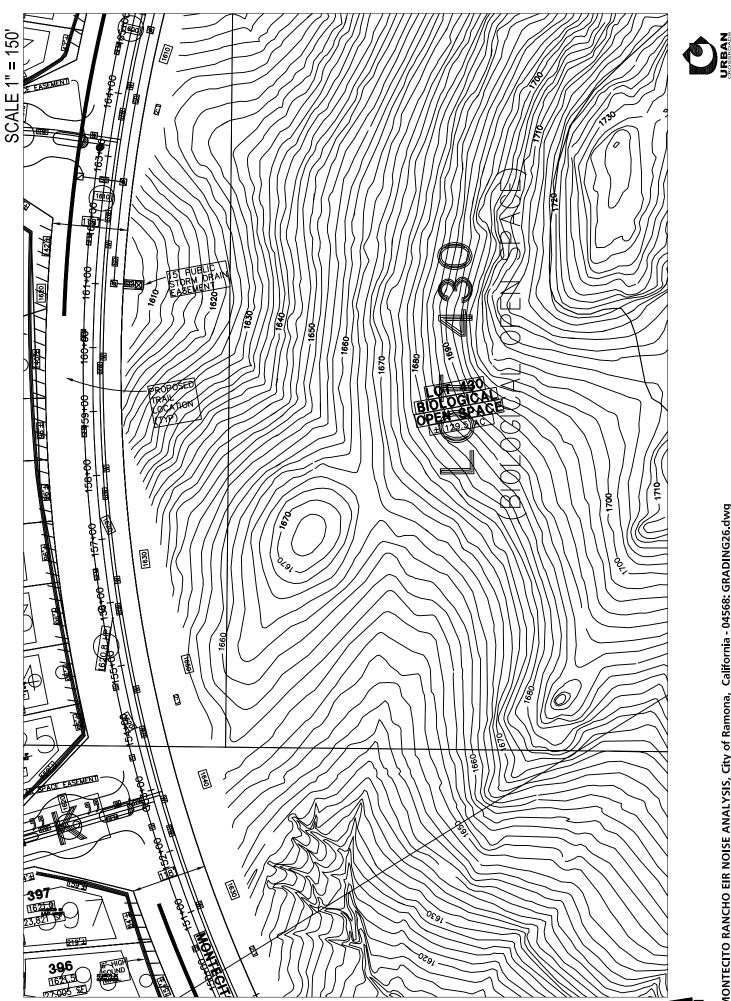


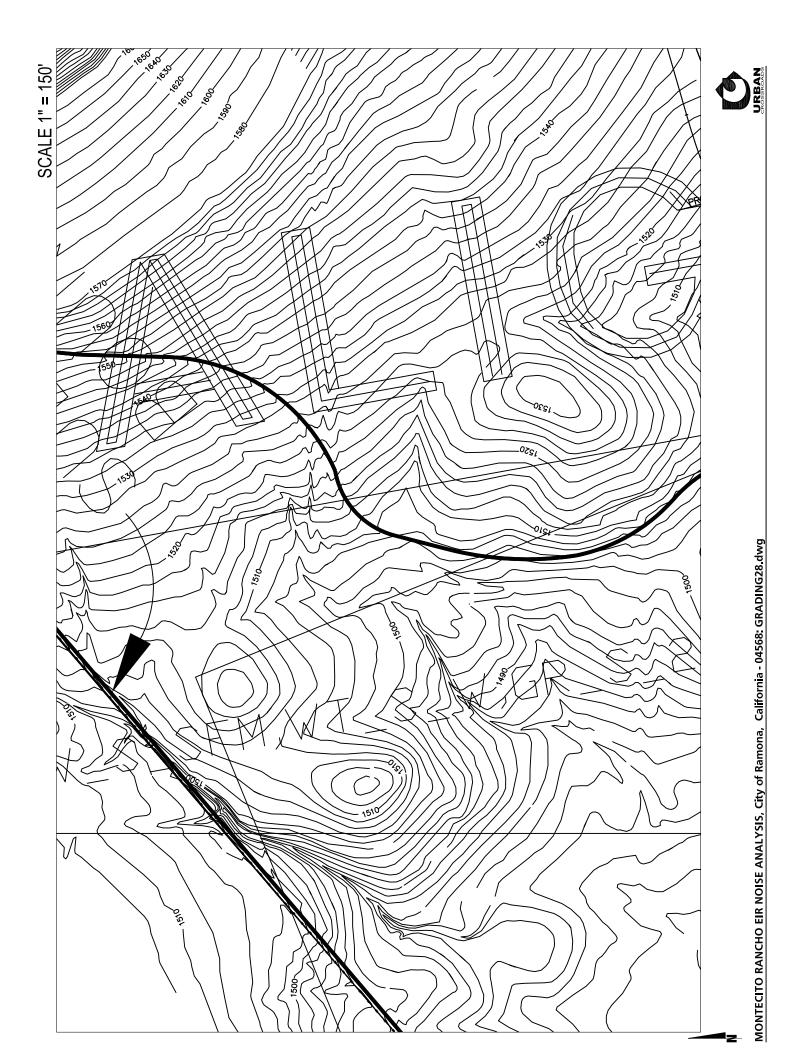


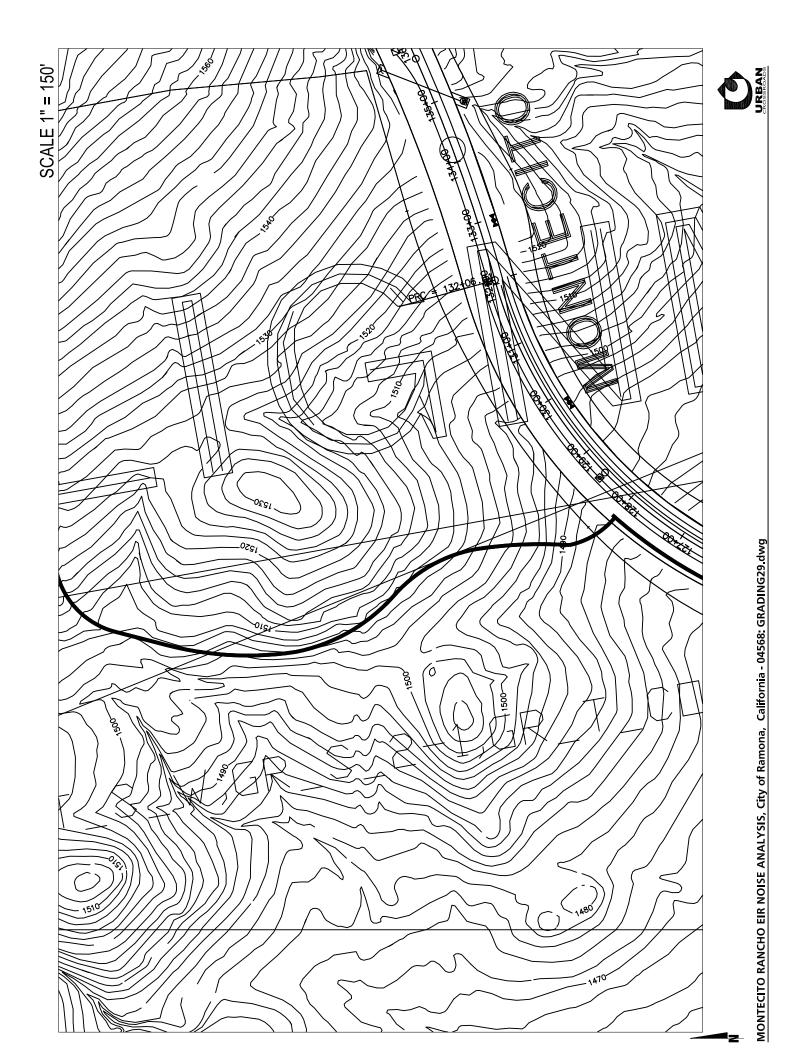


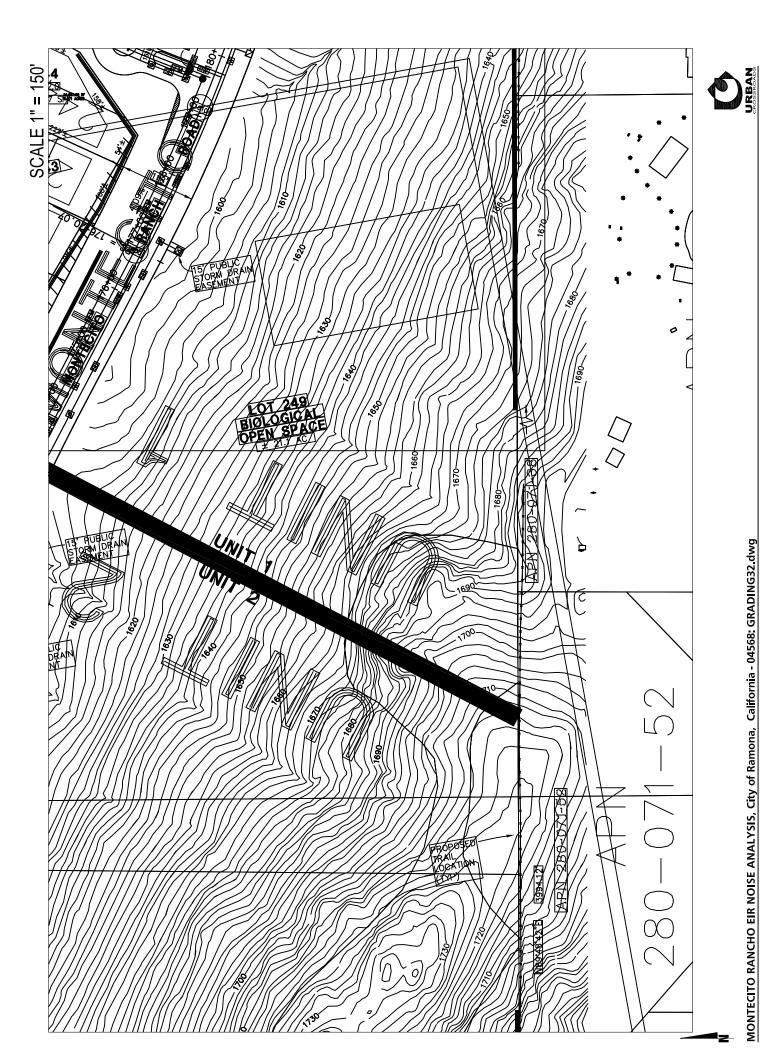
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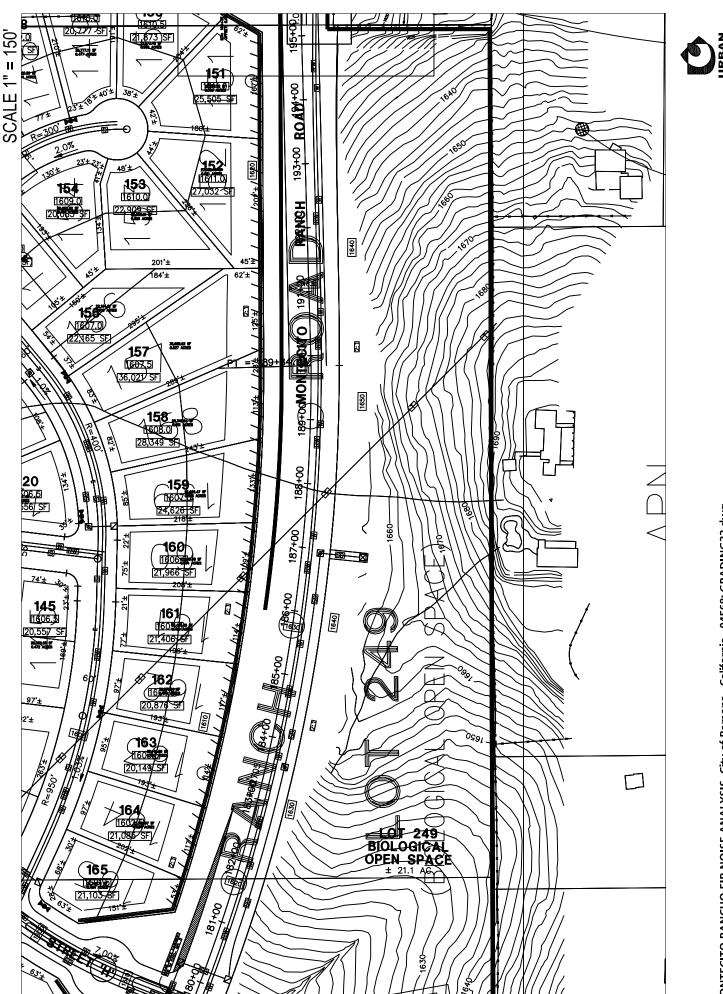


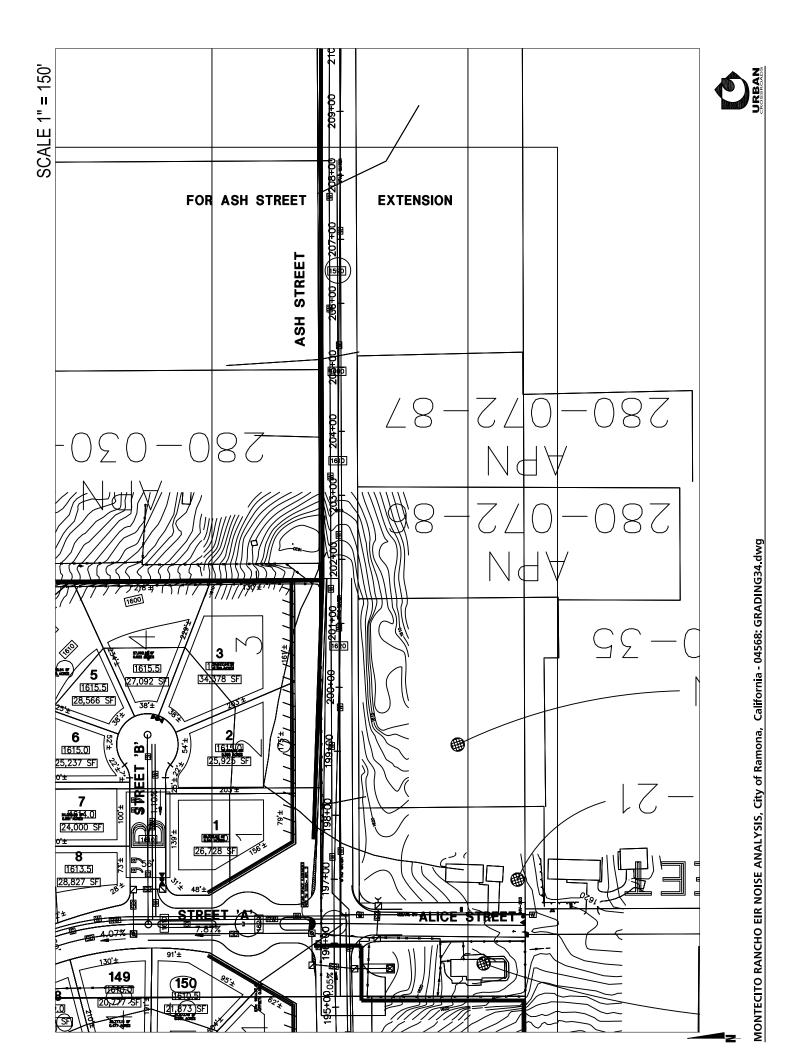


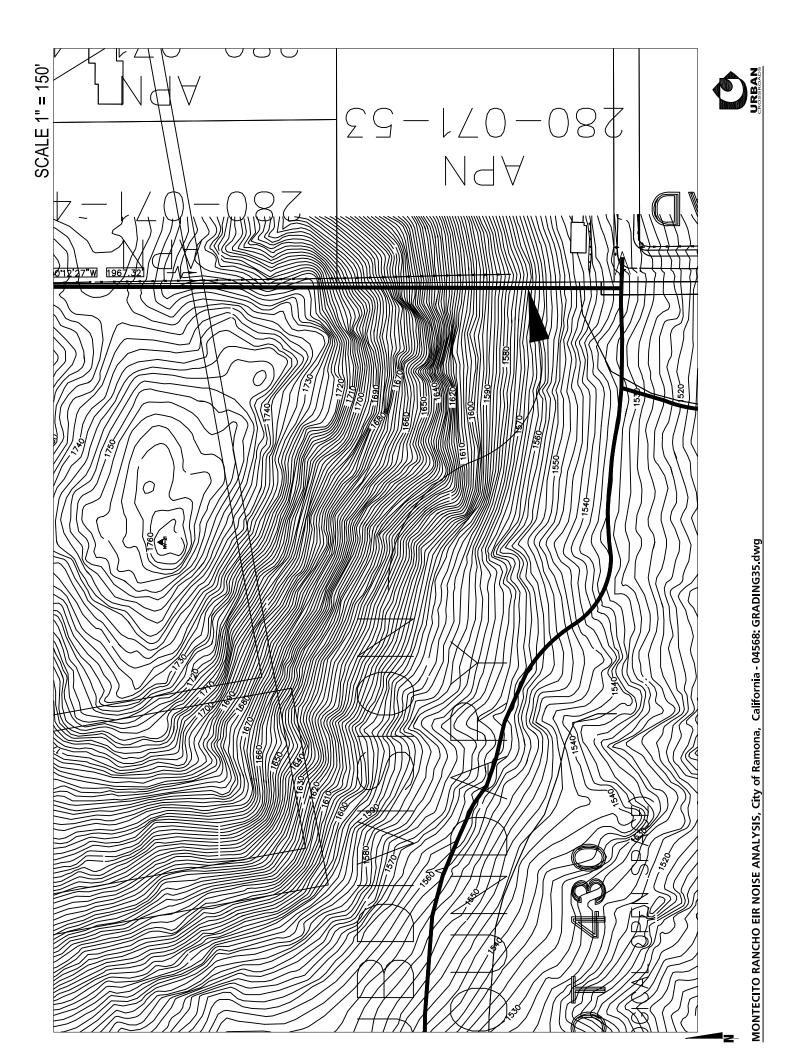


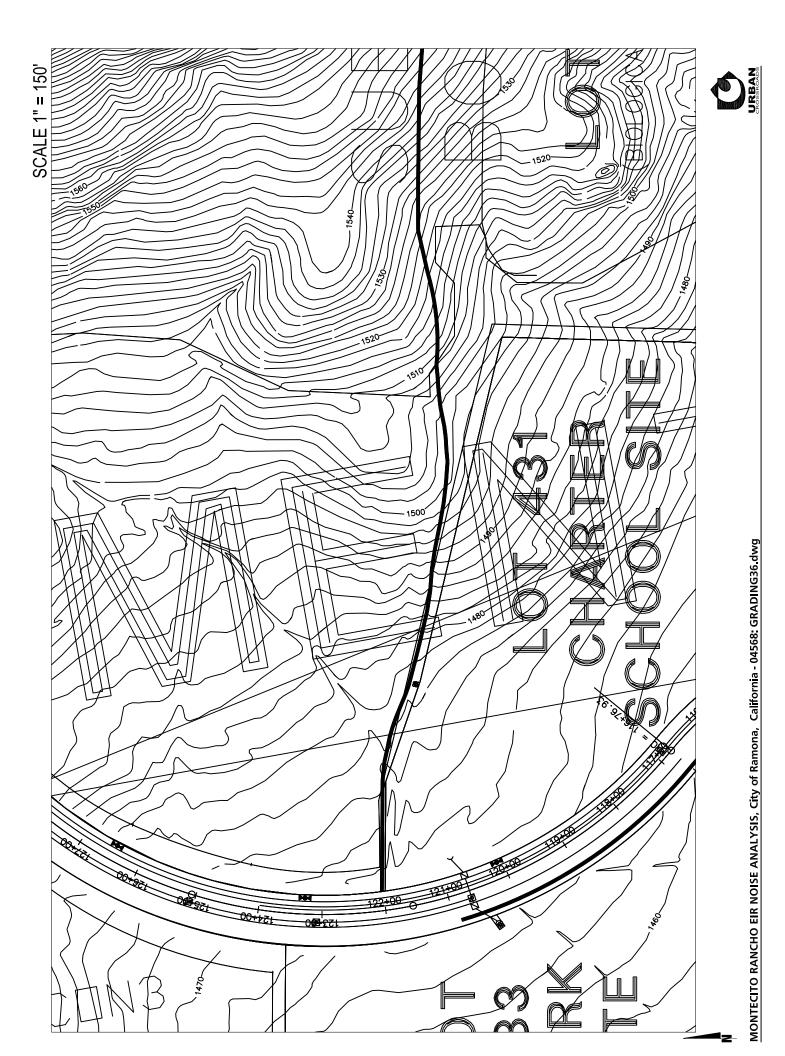


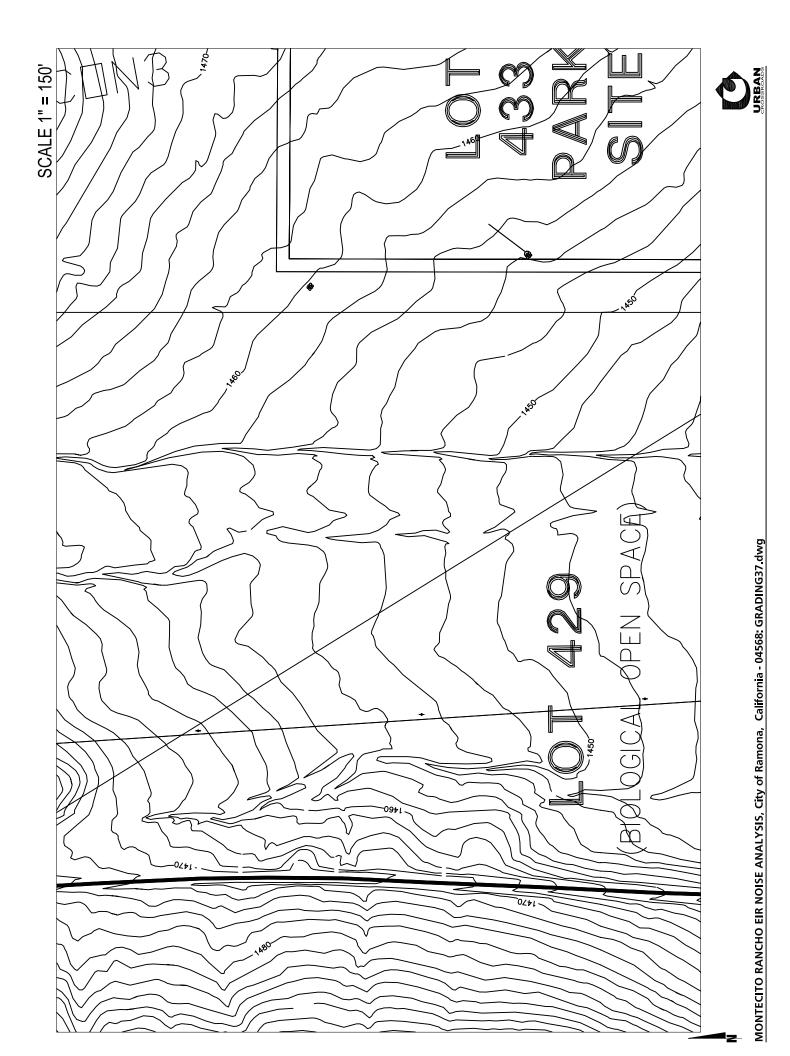


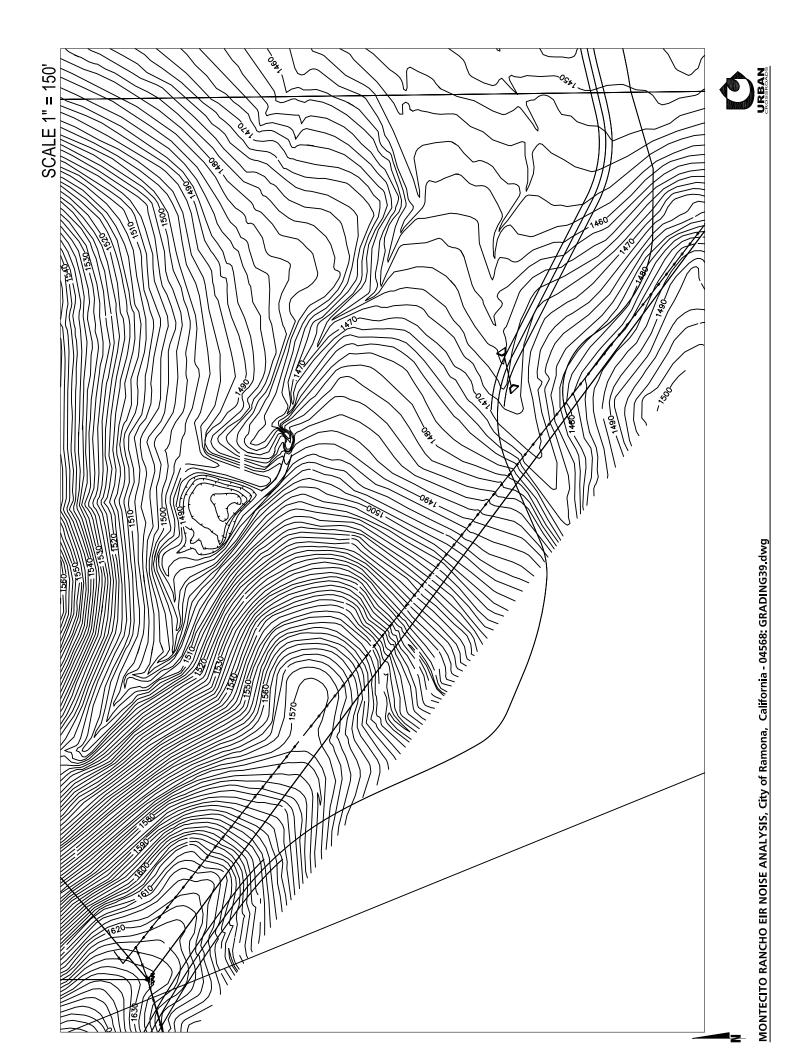






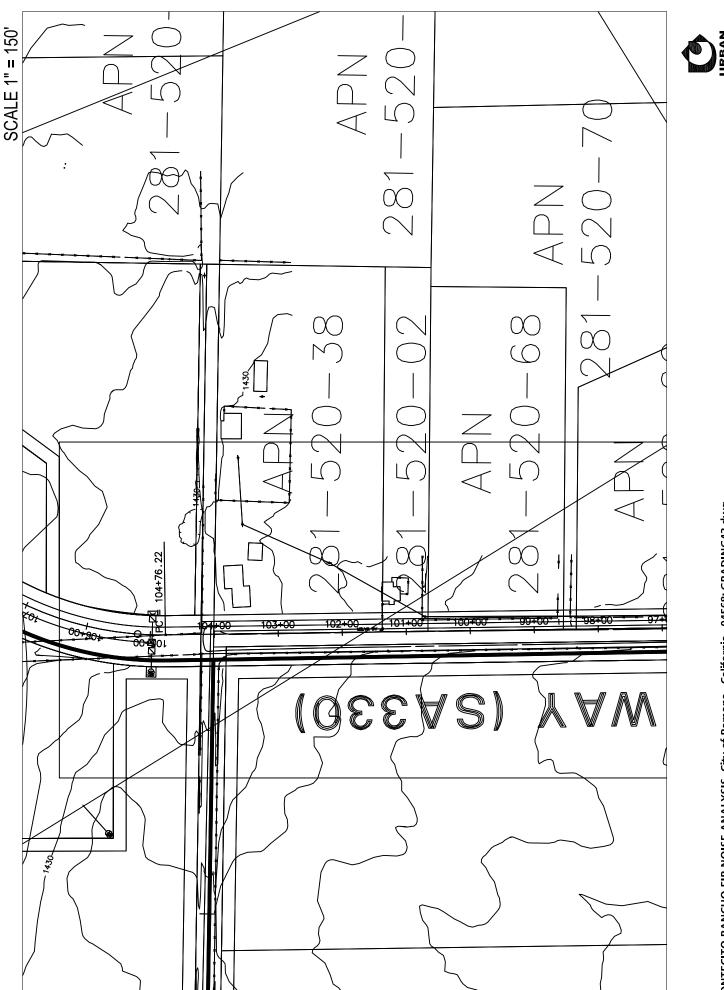






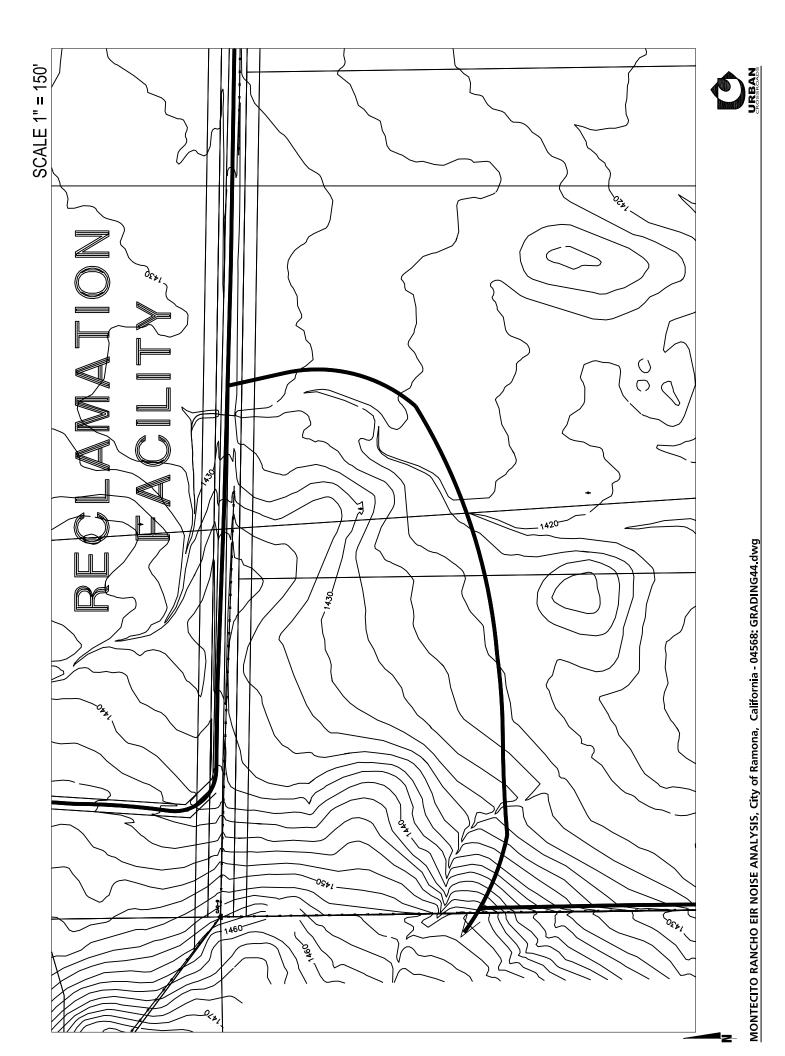


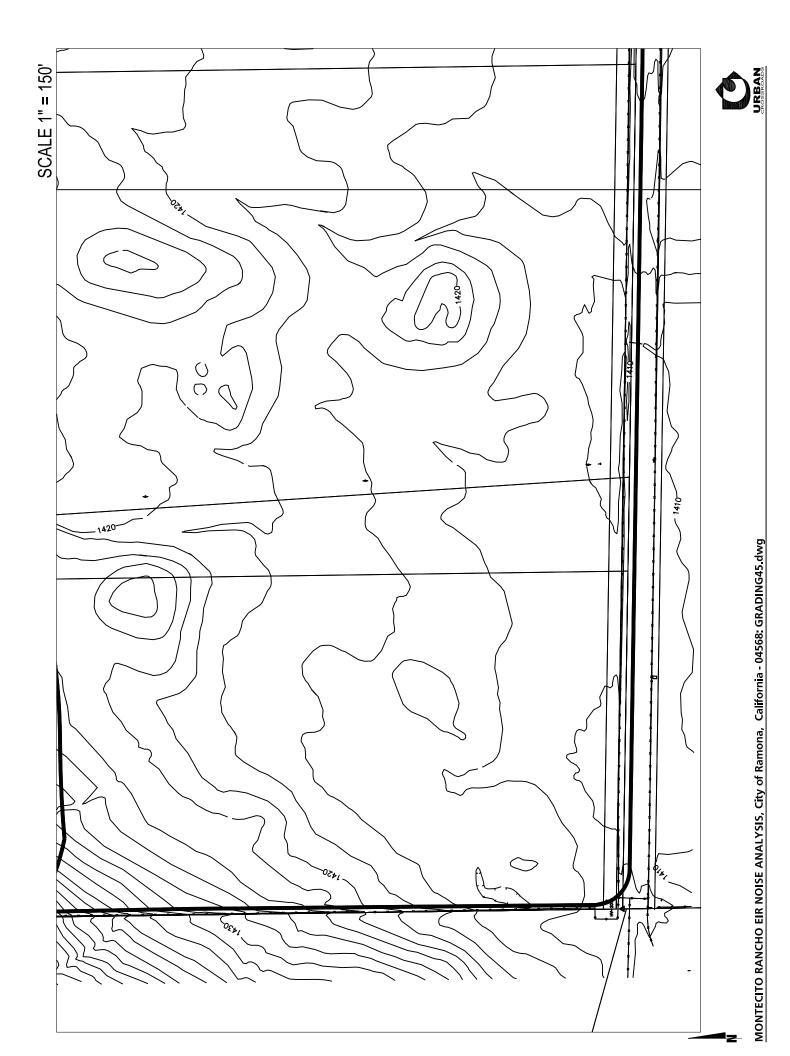






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# APPENDIX C

NOISE CONTOUR MODEL INPUTS AND CALCULATIONS

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: SR-78 Job Number: 4568
Road Segment: Ash St. - Haverford Rd. Analyst: A. Stalker

SITE SPECIFIC IN	NPUT DATA		NOISE MODEL INPUTS							
Highway Data			Site Conditions	s (Hard = 10, S	oft = 15)					
Average Daily Traffic (Adt):	9,700 vehicles	S		Autos	: 10					
Peak Hour Percentage:	10%		Medium Trucks (2 Axles): 10							
Peak Hour Volume:	970 vehicles	S	Heavy Trucks (3+ Axles): 10							
Vehicle Speed:	Vehicle Speed: 40 mph			Vehicle Mix						
Near/Far Lane Distance: 12 feet			Vehicle Typ	e Day	Evening	Night	Daily			
Site Data				Autos: 80.0%	6 7.0%	13.0%	94.00%			
Barrier Height:	0.0 feet		Medium	Trucks: 80.0%	6 7.0%	13.0%	4.00%			
Barrier Type (0-Wall, 1-Berm):	0.0		Heavy 7	Trucks: 80.0%	6 7.0%	13.0%	2.00%			
Centerline Dist. to Barrier.	100.0 feet		Noise Source E	Elevations (in t	eet)					
Centerline Dist. to Observer:		Auto	•							
Barrier Distance to Observer:	10.0 feet		Medium Truci							
Observer Height (Above Pad):	5.0 feet		Heavy Truck		Grade Adj	iustment	. 0 0			
Pad Elevation:	0.0 feet		Tieavy Truci	N3. 0.000	Orado riaj	aoumom	. 0.0			
Road Elevation:	0.0 feet		Lane Equivalent Distance (in feet)							
Road Grade:	0.0%		Autos: 109.950							
Left View:	-90.0 degree	es	Medium Truc	ks: 109.869						
Right View:	90.0 degree	es	Heavy Truci	ks: 109.877						
FHWA Noise Model Calculation	ıs									
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	en Ber	m Atten			
Autos: 66.51	-1.73	-3.4	9 0.00	-1.04	0.0	000	0.000			
Medium Trucks: 77.72	-15.44	-3.4	9 0.00	-1.15	0.0	000	0.000			
Heavy Trucks: 82.99	-18.45	-3.4	-3.49 0.00 <i>-1.43</i> 0.000 0.00							
Unmitigated Noise Levels (with	out Topo and	barrier atter	nuation)							

Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos	61.3	59.5	55.0	52.9	60.9	61.1					
Medium Trucks.	58.8	57.0	52.5	50.4	58.4	58.6					
Heavy Trucks:	61.1	59.3	54.7	52.7	60.6	60.9					
Vehicle Noise.	65.3	63.5	59.0	56.9	64.9	65.1					

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	34	106	336	1,063						
CNEL:	36	114	360	1,137						

Scenario: Existing Conditions

Road Name: SR-78

Road Segment: Ash St. - Olive St.

Project Name: Montecito Ranch

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	NPUT DATA		NOISE MODEL INPUTS					L INPUT	S	
Highway Data				Si	te Con	ditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	10,200 vehicle	s					Autos:	10		
Peak Hour	Percentage:	10%			Me	dium Tru	ıcks (2	Axles):	10		
Peak H	lour Volume:	1,020 vehicle	s		He	avy Truc	ks (3+	Axles):	10		
Ve	hicle Speed:	40 mph		Ve	ehicle l	/liv					
Near/Far La	ne Distance:	12 feet		-		cleType		Day	Evening	Night	Daily
Site Data							lutos:	80.0%		13.0%	_
Ra	rrier Height:	0.0 feet			Ме	edium Tr	ucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	•	0.0			F	leavy Tr	ucks:	80.0%	7.0%	13.0%	2.00%
Centerline Di	•	100.0 feet		N	sico Sa	urce El	ovatio	ne (in f	not)		
Centerline Dist.	to Observer:	110.0 feet		740	nse sc			0.000	eei)		
Barrier Distance	to Observer:	10.0 feet			Madiuu	Autos n Trucks					
Observer Height (Above Pad): 5.0 feet							2.297	Crada Ad	iuotmon	4. 0 0	
	ad Elevation:	0.0 feet			Heav	y Trucks	S: 6	3.006	Grade Ad	jusimen	<i>l.</i> 0.0
Ros	ad Elevation:	0.0 feet		La	ne Equ	uivalent	Dista	nce (in	feet)		
ı	Road Grade:	0.0%			Autos: 109.950						
	Left View:	-90.0 degre	es		Medium Trucks: 109.869						
	Right View:	90.0 degre			Heav	y Trucks	s: 109	9.877			
FHWA Noise Mod			51.1			5 .			<b>D</b> / 4		
VehicleType	REMEL	Traffic Flow	Dista		Finite		Fres		Barrier Att		rm Atten
Autos:	66.51	_		-3.49		0.00		-1.04		000	0.000
Medium Trucks:	77.72			-3.49		0.00		-1.15		000	0.000
Heavy Trucks:	82.99	-18.23		-3.49		0.00		-1.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	attenua	ation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq Eve	ning	Leq i	Night		Ldn	C	NEL
Autos:	6	1.5	59.8		55.2		53	.1	61.	1	61.4
Medium Trucks:	59	9.0	57.2		52.7		50	.6	58.6	3	58.9

Friday	. Januarv	11	2008
riidav	. January	ΙΙ.	2000

Heavy Trucks:

Vehicle Noise:

61.3

65.5

Centerline Distance to Noise Contour (in feet)

59.5

63.7

Ldn:

CNEL:

55.0

59.2

70 dBA

35

38

52.9

57.1

65 dBA

112

120

60.8

65.1

60 dBA

353

378

61.1

65.4

55 dBA

1,118

1,196

Scenario: Existing Conditions

Road Name: SR-78

Road Segment: Olive St. - Main St. (SR-67)

Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA		1	NOISE	MODE	L INPUTS	5	
Highway Data			,	Site Conditions					
Average Daily	Traffic (Adt):	10,700 vehicles				Autos:	10		
	Percentage:	10%		Medium Ti	rucks (2	2 Axles):	10		
Peak H	Hour Volume:	1,070 vehicles		Heavy Trucks (3+ Axles): 10					
Ve	ehicle Speed:	40 mph		Vehicle Mix					
Near/Far La	ne Distance:	12 feet		Vehicle Type	Evening	Night	Daily		
Site Data									
				Medium 7				13.0%	
	rrier Height:	0.0 feet		Heavy 7				13.0%	
Barrier Type (0-W	•	0.0		rieavy i	rucks.	00.0 /0	7.070	13.0 /0	2.00 /0
Centerline Di	ist. to Barrier:	100.0 feet		Noise Source Elevations (in feet)					
Centerline Dist.	to Observer:	110.0 feet		Auto		0.000	- 7		
Barrier Distance	to Observer:	10.0 feet		Medium Truck		2.297			
Observer Height	(Above Pad):	5.0 feet		Heavy Truck		8.006	Grade Adj	ustment	. 0 0
P	ad Elevation:	0.0 feet		Heavy Huch	13.	0.000	Grade Adj	asanon	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Equivalen	t Dista	nce (in i	feet)		
	Road Grade:	0.0%		Auto	s: 10	9.950			
	Left View:	-90.0 degrees	S	Medium Truck	ks: 10	9.869			
	Right View:	90.0 degrees	s	Heavy Truck	ks: 10	9.877			
FHWA Noise Mod	lel Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-1.30	-3.4	9 0.00		-1.04	0.0	00	0.000
Madium Trucka	77 72	15.01	2.4	0 00		1 15	0.0	00	0.000

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.30	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-15.01	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-18.02	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	61.7	60.0	55.4	53.3	61.3	61.6				
Medium Trucks:	59.2	57.5	52.9	50.8	58.8	59.1				
Heavy Trucks:	61.5	59.7	55.2	53.1	61.0	61.3				
Vehicle Noise.	65.7	64.0	59.4	57.3	65.3	65.6				

Centerline Distance to Noise Contour (in feet)											
	70 dBA	65 dBA	60 dBA	55 dBA							
Ldn:	37	117	371	1,173							

CNEL: 40 125 1,254 397

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: 10th St. Job Number: 4568 Road Segment: Main St. (SR-67) - H St. Analyst: A. Stalker

OUTE					NOISEN	005	LUNDUT			
	SPECIFIC IN	IPUT DATA		0'' 0 "''			L INPUTS	5		
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	7,000 vehicle	s		A	utos:	10			
Peak Hour	Percentage:	10%		Medium 7	rucks (2 A	xles):	10			
Peak H	Hour Volume:	700 vehicle	s	Heavy Tr	ucks (3+ A	xles):	10			
Ve	Vehicle Speed:		40 mph							
Near/Far La	12 feet		Vehicle Mix VehicleTy	pe L	Day	Evening	Night	Daily		
Site Data				,,,,,		30.0%	_	13.0%	•	
Ra	rrier Height:	0.0 feet		Medium	Trucks: 8	30.0%	7.0%	13.0%	4.00%	
Barrier Type (0-W	•	0.0		Heavy	Trucks: 8	30.0%	7.0%	13.0%	1.00%	
• • • • • • • • • • • • • • • • • • • •	ist. to Barrier.	100.0 feet		Noise Source	Elevations	(in fe	eet)			
Centerline Dist.	to Observer:	110.0 feet		Aut						
Barrier Distance	to Observer:	10.0 feet		Medium Truc						
Observer Height	(Above Pad).	5.0 feet		Heavy Truc	-		Grade Adj	ustment	: 0.0	
P	ad Elevation:	0.0 feet		Troavy Trac	7.0.					
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)						
	Road Grade:	0.0%		Aut	os: 109.9	50				
	Left View:	-90.0 degree	es	Medium Truc	ks: 109.8	69				
	Right View:	90.0 degree		Heavy Truc	ks: 109.8	77				
FHWA Noise Mod	lel Calculation	ıs								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresne	el	Barrier Atte	en Ber	m Atten	
Autos:	66.51	-3.10	-3.4	9 0.00	-	1.04	0.0	00	0.000	
Medium Trucks:	77.72	-16.85	-3.4	9 0.00	) -	1.15	0.0	00	0.000	

I IIIIA NOISE MOU	er Garcaration	3					
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.10	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-16.85	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-22.87	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	59.9	58.2	53.6	51.5	59.5	59.8						
Medium Trucks:	57.4	55.6	51.1	49.0	56.9	57.2						
Heavy Trucks:	56.6	54.9	50.3	48.2	56.2	56.5						
Vehicle Noise:	63.0	61.2	56.7	54.6	62.5	62.8						

Vernoie Tvoise.	00.0	01.2	50.7	04.0	02.0	02.	٠
Centerline Distance to I	Noise Contour (in feet	t)					
			70 dBA	65 dBA	60 dBA	55 dBA	
		Ldn:	20	63	198	626	

21

67

212

669

CNEL:

Scenario: Existing Conditions Road Name: Main St. (SR-78) Road Segment: 7th St. - 3rd St. Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

SITE	SPECIFIC IN	NPUT DATA			NOIS	E MODE	L INPUT	S	
Highway Data				Site Con	ditions (Har	d = 10, So	oft = 15)		
Peak Hour	Traffic (Adt): Percentage: lour Volume:	23,300 vehicles 10% 2,330 vehicles			dium Trucks avy Trucks (3	• ,	10		
Near/Far La	hicle Speed: ne Distance:	55 mph 12 feet	1	<b>Vehicle I</b> Vehi	flix cleType	Day	Evening	Night	Daily
Site Data					Autos			13.0%	
Barrier Type (0-W Centerline Dis Centerline Dist.	st. to Barrier.	0.0 feet 0.0 100.0 feet 110.0 feet	1	H	edium Trucks deavy Trucks ource Elevat	: 80.0%	7.0%	13.0% 13.0%	
Barrier Distance to Observer: 10.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet				Autos: 0.000  Medium Trucks: 2.297  Heavy Trucks: 8.006 Grade Adjustment: 0.0  Lane Equivalent Distance (in feet)					
	ad Elevation: Road Grade: Left View: Right View:	0.0 feet 0.0% -90.0 degree 90.0 degree	s	Mediur	Autos: 1 m Trucks: 1	09.950 09.869 09.877	ieety		
FHWA Noise Mode	el Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road Fr	esnel	Barrier Att	en Ber	m Atten
Autos:	71.78	0.70	-3.49	9	0.00	-1.04	0.0	000	0.000
Medium Trucks: Heavy Trucks:	82.40 86.40		-3.49 -3.49		0.00 0.00	-1.15 -1.43		000	0.000
Unmitigated Noise	e Levels (with	out Topo and I	barrier atten	uation)					
VehicleType	Lan Paak Ho	ur Lea Day	Lea Fi	ionina	Lea Niah	<i>t</i>	l dn		NIFI

Unmitigated Nois	e Levels (withou	ıt Topo and barr	ier attenuation)			
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	69.0	67.2	62.7	60.6	68.5	68.8
Medium Trucks:	65.9	64.1	59.6	57.5	65.5	65.8
Heavy Trucks:	66.9	65.1	60.6	58.5	66.4	66.7
Vehicle Noise:	72.2	70.5	65.9	63.8	71.8	72.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	166	525	1,660	5,248
CNEL:	178	561	1,775	5,614

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: 10th St. - Montecito Rd.

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA			NOISE MODEL INPUTS						
Highway Data				S	ite Con	ditions (F	Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	29,500 vehicles	3					Autos:	10		
Peak Hour	Percentage:	10%			Me	dium Truc	ks (2 .	Axles):	10		
Peak F	lour Volume:	2,950 vehicles	3		He	avy Truck	s (3+ .	Axles):	10		
Ve	ehicle Speed:	55 mph		V	ehicle i	Mix					
Near/Far La	ane Distance:	12 feet				icleType		Day	Evening	Night	Daily
Site Data						Αι	itos:	80.0%	7.0%	13.0%	94.00%
Ba	rrier Height:	0.0 feet			M	edium Tru	cks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			I	<del>l</del> eavy Tru	cks:	80.0%	7.0%	13.0%	2.00%
• • •	ist. to Barrier.	100.0 feet		N	Noise Source Elevations (in feet)						
Centerline Dist.	to Observer:	110.0 feet		14	0/36 30	Autos:		000	<i></i>		
Barrier Distance to Observer: 10.0 feet					Modiu	Autos. m Trucks:		297			
Observer Height (Above Pad). 5.0 feet						rrucks. vy Trucks:		006	Grade Ad	iustmen	<i>t</i> · 0 0
P	ad Elevation:	0.0 feet			Heav	y Trucks.	0.	000	Orado riaj	Jacarron	. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalent L	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos: 109.950						
	Left View:	-90.0 degree	es		Medium Trucks: 109.869						
	Right View:	90.0 degree	es		Heavy Trucks: 109.877						
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos:	71.78	1.72		-3.49		0.00		-1.04	0.0	000	0.000
Medium Trucks:	82.40	-11.99		-3.49		0.00		-1.15	0.0	000	0.000
Heavy Trucks:	86.40	-15.00		-3.49		0.00		-1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	attenu	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	·	.eq Eve	ening	Leq N	ight		Ldn	С	NEL
Autos:	70	.0	68.2		63.7		61.0	6	69.6	3	69.9

Unmitigated Nois	e Levels (without	Topo and barri	er attenuation)			
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos	70.0	68.2	63.7	61.6	69.6	69.9
Medium Trucks.	66.9	65.2	60.6	58.5	66.5	66.8
Heavy Trucks:	67.9	66.1	61.6	59.5	67.5	67.8
Vehicle Noise	73.2	71.5	66.9	64.8	72.8	73.1

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	210	664	2,101	6,645						
CNEL:	225	711	2,248	7,108						

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Main St. (SR-67) Job Number: 4568 Road Segment: Montecito Rd. - Hunter St. Analyst: A. Stalker

SITE SPEC	IFIC IN	PUT DATA		N	NOISE MODE	L INPUTS				
Highway Data				Site Conditions	(Hard = 10, S	oft = 15)				
Average Daily Traffic	: (Adt): 2	27,300 vehicles			Autos:	10				
Peak Hour Perce	ntage:	10%		Medium Tr	rucks (2 Axles)	: 10				
Peak Hour Vo	olume:	2,730 vehicles	i	Heavy Tru	cks (3+ Axles).	: 10				
Vehicle S	Speed:	55 mph		Vehicle Mix						
Near/Far Lane Dis	tance:	12 feet		VehicleType	e Day	Evening	Night	Daily		
Site Data					Autos: 80.0%	6 7.0%	13.0%	94.00%		
Barrier H	leiaht:	0.0 feet		Medium T	rucks: 80.0%	6 7.0%	13.0%	4.00%		
Barrier Type (0-Wall, 1-	•	0.0		Heavy T	rucks: 80.0%	6 7.0%	13.0%	2.00%		
Centerline Dist. to E	,	100.0 feet		Noise Source E	lovations (in f	ioot)				
Centerline Dist. to Obs	server:	110.0 feet		Auto	<del>-</del>	eei)				
Barrier Distance to Obs	server:	10.0 feet		Medium Truck						
Observer Height (Above	Pad).	5.0 feet				Grade Adju	ıctmont	. 0 0		
Pad Ele	vation:	0.0 feet		Heavy Truck	rs: 8.006	Grade Auju	istillelli	. 0.0		
Road Ele	vation:	0.0 feet	I	Lane Equivalen	t Distance (in	feet)				
Road (	Grade:	0.0%		Auto	s: 109.950					
Left	t View:	-90.0 degree	S	Medium Truck	s: 109.869					
Right	t View:	90.0 degree	s	Heavy Truck	rs: 109.877					
FHWA Noise Model Cale	culations	S								
VehicleType RE	MEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten		
Autos:	71.78	1.38	-3.49	0.00	-1.04	0.00	00	0.000		
Medium Trucks:	82.40	-12.33	-3.49	0.00	-1.15	0.0	00	0.000		
Heavy Trucks:	86.40	-15.34	-3.49	0.00	-1.43	0.00	00	0.000		

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	71.78	1.38	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	82.40	-12.33	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	86.40	-15.34	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	69.7	67.9	63.4	61.3	69.2	69.5						
Medium Trucks:	66.6	64.8	60.3	58.2	66.2	66.4						
Heavy Trucks:	67.6	65.8	61.3	59.2	67.1	67.4						
Vehicle Noise:	72.9	71.2	66.6	64.5	72.5	72.8						

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn: ¯	194	615	1,945	6,149
CNEL:	208	658	2,080	6,578

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Main St. (SR-67)
Road Segment: Hunter St.-Boundary Rd. Job Number: 4568 Analyst: A. Stalker

SITE SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS							
Highway Data		S	Site Conditions (Hard = 10, Soft = 15)							
Average Daily Traffic (Adt): 2 Peak Hour Percentage: Peak Hour Volume: Vehicle Speed:	27,000 vehicles 10% 2,700 vehicles 40 mph	6	Heavy Truc	Autos ucks (2 Axles) ks (3+ Axles)	: 10					
Near/Far Lane Distance:	12 feet	V	<b>'ehicle Mix</b> VehicleType	Night	Daily					
Site Data			F	Nutos: 80.0%	6 7.0%	13.0%	94.00%			
<b>Barrier Height:</b> Barrier Type (0-Wall, 1-Berm):	<b>0.0 feet</b> 0.0		Medium Tı Heavy Tı			13.0% 13.0%	4.00% 2.00%			
Centerline Dist. to Barrier:	100.0 feet	N	loise Source El	evations (in	feet)					
Centerline Dist. to Observer: Barrier Distance to Observer: Observer Height (Above Pad): Pad Elevation:	110.0 feet 10.0 feet 5.0 feet 0.0 feet		Autos Medium Trucks Heavy Trucks	s: 0.000 s: 2.297	Grade Adj	ustment	: 0.0			
Road Elevation:	0.0 feet	L	ane Equivalent	Distance (in	feet)					
Road Grade: Left View: Right View:	0.0% -90.0 degree 90.0 degree	es	Autos Medium Trucks Heavy Trucks	s: 109.950 s: 109.869	,					
FHWA Noise Model Calculation	S									
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	en Ber	m Atten			
Autos: 66.51	2.72	-3.49	0.00	-1.04	0.0	00	0.000			

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.72	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-10.99	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-14.00	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	65.7	64.0	59.4	57.3	65.3	65.6				
Medium Trucks:	63.2	61.5	56.9	54.8	62.8	63.1				
Heavy Trucks:	65.5	63.7	59.2	57.1	65.1	65.4				
Vehicle Noise.	69.7	68.0	63.4	61.3	69.3	69.6				

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	94	296	936	2,959
CNEL:	100	317	1,001	3,165

Scenario: Existing Conditions
Road Name: Main St. (SR-67)

Road Segment: Boundary Rd. - Highland Valley R

Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

SITE SPECIFIC II	NPUT DATA		NOISE MODEL INPUTS					
Highway Data		S	ite Conditions	(Hard = 10, Set)	oft = 15)			
Average Daily Traffic (Adt):	27,000 vehicles			Autos:	10			
Peak Hour Percentage:	10%		Medium Tr	ucks (2 Axles).	: 10			
Peak Hour Volume:	2,700 vehicles	i	Heavy Tru	cks (3+ Axles):	: 10			
Vehicle Speed:	40 mph	V	ehicle Mix					
Near/Far Lane Distance:	12 feet	V	VehicleType	e Day	Evening	Night	Daily	
Site Data				Autos: 80.0%	-	13.0%	_	
	0.0 foot		Medium T			13.0%		
Barrier Height:	0.0 feet		Heavy T			13.0%		
Barrier Type (0-Wall, 1-Berm):	0.0					10.070	2.0070	
Centerline Dist. to Barrier:	100.0 feet	٨	Noise Source Elevations (in feet)					
Centerline Dist. to Observer:	110.0 feet		Auto	s: 0.000				
Barrier Distance to Observer:	10.0 feet		Medium Truck	s: 2.297				
Observer Height (Above Pad):	5.0 feet		Heavy Truck		Grade Adju	ıstment	: 0.0	
Pad Elevation:	0.0 feet		Ticary Track	0.000	C. a.a.c 7 tage		. 0.0	
Road Elevation:	0.0 feet	L	ane Equivalent	t Distance (in	feet)			
Road Grade:	0.0%		Auto	s: 109.950				
Left View:	-90.0 degree	s	Medium Truck	s: 109.869				
Right View:	90.0 degree	s	Heavy Truck	s: 109.877				
FHWA Noise Model Calculation	าร							
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten	
Autos: 66.51	2.72	-3.49	0.00	-1.04	0.00	00	0.000	
Medium Trucks: 77.72	-10.99	-3.49	0.00	-1.15	0.00	00	0.000	
Heavy Trucks: 82.99	-14.00	-3.49	0.00	-1.43	0.00	00	0.000	

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	65.7	64.0	59.4	57.3	65.3	65.6				
Medium Trucks:	63.2	61.5	56.9	54.8	62.8	63.1				
Heavy Trucks:	65.5	63.7	59.2	57.1	65.1	65.4				
Vehicle Noise.	69.7	68.0	63.4	61.3	69.3	69.6				

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	94	296	936	2,959					
CNEL:	100	317	1,001	3,165					

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: Highland Valley Rd.- Archie Moor

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA			NC	DISE N	/IODE	L INPUT:	S	
Highway Data				Site Con	ditions (F	lard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	24,000 vehicles				,	Autos:	10		
Peak Hour	Percentage:	10%		Me	edium Truc	ks (2 A	Axles):	10		
Peak F	lour Volume:	2,400 vehicles		He	avy Truck	s (3+ A	Axles):	10		
Ve	Vehicle Speed: 40 mph			Vehicle	Mix					
Near/Far La	ne Distance:	12 feet			icleType		Day	Evening	Night	Daily
Site Data					AL		80.0%	-	13.0%	94.00%
Ва	rrier Height:	0.0 feet		М	edium Tru	cks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	_	0.0		ı	Heavy Tru	cks:	80.0%	7.0%	13.0%	2.00%
Centerline Di	ist. to Barrier.	100.0 feet		Noisa S	ource Fle	vation	s (in fa	oot)		
Centerline Dist. to Observer: 110.0 feet  Noise Source Eleva  Autos:						000	<i>(CL)</i>			
Barrier Distance to Observer: 10.0 feet				Mediu	Autos. m Trucks:		297			
Observer Height (Above Pad): 5.0 feet					n Trucks: /y Trucks:		006	Grade Ad	iustment	. 0 0
P	ad Elevation:	0.0 feet							, 404, 770, 76	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent E	Distand	ce (in f	feet)		
	Road Grade:	0.0%		Autos: 109.950						
	Left View:	-90.0 degrees	3	Medium Trucks: 109.869						
	Right View:	90.0 degrees	5	Heav	y Trucks:	109.8	877			
FHWA Noise Mod	lel Calculations	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresn	el	Barrier Att	en Ber	m Atten
Autos:	66.51	2.21	-3.4	9	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	-11.50	-3.4	9	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-14.51	-3.4	9	0.00		-1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq E	vening	Leq N	ight		Ldn	C	NEL
Autos:	65.	.2 6	3.5	58.9		56.8	}	64.8	3	65.1

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	65.2	63.5	58.9	56.8	64.8	65.1					
Medium Trucks:	62.7	61.0	56.4	54.3	62.3	62.6					
Heavy Trucks:	65.0	63.2	58.7	56.6	64.6	64.8					
Vehicle Noise.	69.2	67.5	62.9	60.8	68.8	69.1					

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	83	263	832	2,630						

89

281

890

2,813

CNEL:

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: Archie Moore Rd. - Poway Rd

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA			NC	ISE MODE	EL INPUT	S	
Highway Data				Site Cor	ditions (F	<i>lard</i> = 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	25,000 vehicles	6	Autos: 10					
Peak Hou	r Percentage:	10%		Me	edium Truc	ks (2 Axles)	: 10		
Peak I	Hour Volume:	2,500 vehicles	3	He	avy Truck	s (3+ Axles)	: 10		
Ve	ehicle Speed:	40 mph		Vehicle	Miy				
Near/Far La	Near/Far Lane Distance: 12 feet				icleType	Day	Evening	Night	Daily
Site Data					Au	tos: 80.0%	6 7.0%	13.0%	94.00%
Ba	rrier Height:	0.0 feet		М	edium Tru	cks: 80.0%	6 7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			Heavy Tru	cks: 80.0%	% 7.0%	13.0%	2.00%
Centerline Dist. to Barrier: 100.0 feet				Noise Source Elevations (in feet)					
Centerline Dist. to Observer: 110.0 feet				Autos: 0.000					
Barrier Distance to Observer: 10.0 feet				Modiu	m Trucks:	2.297			
Observer Height (Above Pad): 5.0 feet					n Trucks: /y Trucks:	8.006	Grade Ad	iustment	. 0 0
F	ad Elevation:	0.0 feet		1160	ry Trucks.	0.000	Orado Maj	Jactinoni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)					
	Road Grade:	0.0%		Autos: 109.950					
	Left View:	-90.0 degree	es	Medium Trucks: 109.869					
	Right View:	90.0 degree	es	Heavy Trucks: 109.877					
FHWA Noise Mod	lel Calculation	s							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Ber	m Atten
Autos:	66.51	2.38	-3	.49	0.00	-1.04	0.0	000	0.000
Medium Trucks:	77.72	-11.33	-3	.49	0.00	-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-14.34	-3	.49	0.00	-1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier att	enuation)					
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq N	ight	Ldn	C	NEL
Autos	65	1	63.6	50 1		57.0	65.0	1	65.3

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.4	63.6	59.1	57.0	65.0	65.3
Medium Trucks:	62.9	61.1	56.6	54.5	62.5	62.8
Heavy Trucks:	65.2	63.4	58.8	56.8	64.7	65.0
Vehicle Noise.	69.4	67.6	63.1	61.0	69.0	69.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	87	274	866	2,740
CNFL:	93	293	927	2.931

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Montecito Way Job Number: 4568 Road Segment: Montecito Ranch Rd - Montecito Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA			NOISE MODE	EL INPUTS	ò				
Highway Data			,	Site Conditions	s (Hard = 10, S	oft = 15)					
Average Daily	Traffic (Adt):	600 vehicles	3		Autos	: 10					
Peak Hour	Percentage:	10%		Medium T	rucks (2 Axles)	: 10					
Peak H	Hour Volume:	60 vehicles	3	Heavy Tru	ucks (3+ Axles)	: 10					
Ve	ehicle Speed:	40 mph	,	Vehicle Mix							
Near/Far La	ane Distance:	12 feet		VehicleType Day Evening Night Daily							
Site Data					Autos: 80.0%	_	13.0%	95.00%			
Ba	rrier Height:	0.0 feet		Medium	Trucks: 80.0%	6 7.0%	13.0%	4.00%			
Barrier Type (0-V	•	0.0		Heavy	Trucks: 80.0%	% 7.0%	13.0%	1.00%			
Centerline D	ist. to Barrier.	100.0 feet		Noise Source Elevations (in feet)							
Centerline Dist.	Centerline Dist. to Observer:			Auto		,					
Barrier Distance to Observer:		10.0 feet		Medium Truc							
Observer Height	(Above Pad).	5.0 feet		Heavy Truc		Grade Adju	ustment	: 0.0			
P	ad Elevation:	0.0 feet									
Ro	ad Elevation:	0.0 feet	1	Lane Equivalent Distance (in feet)							
	Road Grade:	0.0%		Aute	os: 109.950						
	Left View:	-90.0 degree	es	Medium Truc	ks: 109.869						
	Right View:	90.0 degree	es	Heavy Truc	ks: 109.877						
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	en Ber	m Atten			
Autos:	66.51	-13.77	-3.49	9 0.00	-1.04	0.0	00	0.000			
Medium Trucks:	77.72	-27.52	-3.49	9 0.00	-1.15	0.0	00	0.000			
Heavy Trucks:	82.99	-33.54	-3.49	9 0.00	-1.43	0.0	00	0.000			
Unmitigated Nois	e Levels (with	out Topo and	barrier atten	uation)							

Medium Trucks	77.72	-27.52	-3.49	0.00	-1.15	0.00	0.000			
Heavy Trucks.	82.99	-33.54	-3.49	0.00	-1.43	0.00	0.000			
Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night		Ldn	CNEL			
Autos	49.3	47.5	42.9	40	).9	48.8	49.1			

vernoie rype	Leg I eak I loui	Leq Day	Ley Everning	Leg mgm	Luii	CIVLL
Autos:	49.3	47.5	42.9	40.9	48.8	49.1
Medium Trucks:	46.7	44.9	40.4	38.3	46.3	46.6
Heavy Trucks:	46.0	44.2	39.6	37.6	45.5	45.8
Vehicle Noise:	52.3	50.6	46.0	43.9	51.9	52.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	2	5	17	54
CNFL:	2	6	18	57

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Montecito Way

Road Segment: Montecito Rd.- Main St. (SR-67)

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA			NOISE MODEL INPUTS							
Highway Data				,	Site Cor	ditions (l	Hard =	10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	0 vehicles	s					Autos:	10			
Peak Hour	r Percentage:	10%			Me	edium Truc	cks (2 .	Axles):	10			
Peak H	Hour Volume:	0 vehicles	s		He	eavy Truck	ks (3+ )	Axles):	10			
Ve	ehicle Speed:	40 mph			Vehicle	Mix						
Near/Far La	ane Distance:	12 feet				icleType		Day	Evening	Night	Daily	
Site Data						Au	ıtos:	80.0%	7.0%	13.0%	95.00%	
Ва	rrier Height:	0.0 feet			M	edium Tru	ıcks:	80.0%	7.0%	13.0%	4.00%	
Barrier Type (0-V	•	0.0			ı	Heavy Tru	ıcks:	80.0%	7.0%	13.0%	1.00%	
• • •	ist. to Barrier.	100.0 feet			Noise S	ource Ele	vation	s (in f	20t)			
Centerline Dist.	to Observer:	110.0 feet		-	140/36 3	Autos:		000				
Barrier Distance	to Observer:	10.0 feet			Modiu	m Trucks.		297				
Observer Height (Above Pad): 5.0 feet					vy Trucks:		006	Grade Ad	iustmen	t· 0 0		
P	Pad Elevation:	0.0 feet			i ica	y Trucks.	0.	000	Orado riaj	Jacarron	. 0.0	
Ro	ad Elevation:	0.0 feet			Lane Equivalent Distance (in feet)							
	Road Grade:	0.0%			Autos: 109.950							
	Left View:	-90.0 degree	es		Medium Trucks: 109.869							
	Right View:	90.0 degree	es		Heavy Trucks: 109.877							
FHWA Noise Mod	lel Calculation	S										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten	
Autos:	66.51	-51.55		-3.4	9	0.00		-1.04	0.0	000	0.000	
Medium Trucks:	77.72	-65.31		-3.4	9	0.00		-1.15	0.0	000	0.000	
Heavy Trucks:	82.99	-71.33		-3.4	9	0.00		-1.43	0.0	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	nuation)							
VehicleType	Leq Peak Hou	ır Leq Day	′	Leq E	vening	Leq N	light		Ldn	С	NEL	
Autos:	11	.5	9.7		5.2		3.	1	11.0	)	11.3	

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	11.5	9.7	5.2	3.1	11.0	11.3					
Medium Trucks:	8.9	7.2	2.6	0.5	8.5	8.8					
Heavy Trucks:	8.2	6.4	1.9	-0.2	7.7	8.0					
Vehicle Noise:	14.5	12.8	8.2	6.1	14.1	14.4					

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	0	0	0	0	
CNEL:	0	0	0	0	

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Montecito Ranch Rd.

Road Segment: Project West Access to Montecito

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA			NC	DISE MODE	L INPUT	S			
Highway Data			,	Site Cor	nditions (F	Hard = 10, Se	oft = 15)				
Average Daily	Traffic (Adt):	0 vehicles	3			Autos:	10				
Peak Hour	r Percentage:	10%		Мє	edium Truc	cks (2 Axles):	10				
Peak H	Hour Volume:	0 vehicles	S	He	avy Truck	s (3+ Axles):	10				
Ve	ehicle Speed:	40 mph		Vehicle Mix							
Near/Far La	ane Distance.	12 feet			icleType	Day	Evening	Night	Daily		
Site Data						itos: 80.0%	-	13.0%			
	nrrier Height:	0.0 feet		М	edium Tru			13.0%	4.00%		
Barrier Type (0-V	•	0.0 reet 0.0		Heavy Trucks: 80.0% 7.0% 13.0%					1.00%		
Centerline D	ist. to Barrier.	100.0 feet		Noise Source Elevations (in feet)							
Centerline Dist.	to Observer:	110.0 feet			Autos:	•	,				
Barrier Distance to Observer: 10.0 feet			Mediu	m Trucks:							
Observer Height	(Above Pad):	5.0 feet			vy Trucks:		Grade Ad	iustment	. 0 0		
P	Pad Elevation:	0.0 feet		7700	ry Truono.	0.000		, 0.0 0			
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)							
	Road Grade:	0.0%		Autos: 109.950							
	Left View:	-90.0 degree	es	Mediu	m Trucks:	109.869					
	Right View:	90.0 degree	es	Hea	vy Trucks:	109.877					
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Ber	m Atten		
Autos:	66.51	-51.55	-3.4	9	0.00	-1.04	0.0	000	0.000		
Medium Trucks:	77.72	-65.31	-3.4	9	0.00	-1.15	0.0	000	0.000		
Heavy Trucks:	82.99	-71.33	-3.4	9	0.00	-1.43	0.0	000	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barrier atten	uation)							
VehicleType	Lea Peak Hou	ur Lea Dav	LogE	venina	L an M	liaht	l dn		NEI		

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	11.5	9.7	5.2	3.1	11.0	11.3					
Medium Trucks:	8.9	7.2	2.6	0.5	8.5	8.8					
Heavy Trucks:	8.2	6.4	1.9	-0.2	7.7	8.0					
Vehicle Noise:	14.5	12.8	8.2	6.1	14.1	14.4					

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	0	0	0	0
CNEL:	Λ	Λ	Λ	Λ

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Montecito Ranch Rd.

Road Segment: Between Main Project Access Poi

Analyst: A. Stalker

SITE SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS							
Highway Data		S	Site Conditions	(Hard = 10, Se	oft = 15)					
Average Daily Traffic (Adt):	0 vehicles	3		Autos:	10					
Peak Hour Percentage:	10%		Medium Trucks (2 Axles): 10							
Peak Hour Volume:	0 vehicles	3	Heavy Truc	cks (3+ Axles):	10					
Vehicle Speed:	40 mph	1	Vehicle Mix							
Near/Far Lane Distance:	12 feet		VehicleType	Day	Evening	Night	Daily			
Site Data				Autos: 80.0%	_	13.0%	95.00%			
Barrier Height:	0.0 feet		Medium Ti	rucks: 80.0%	7.0%	13.0%	4.00%			
Barrier Type (0-Wall, 1-Berm):	0.0		Heavy Ti	rucks: 80.0%	7.0%	13.0%	1.00%			
Centerline Dist. to Barrier:	100.0 feet	۸	loise Source El	evations (in f	eet)					
Centerline Dist. to Observer:		Autos								
Barrier Distance to Observer: 10.0 feet			Medium Truck							
Observer Height (Above Pad):	5.0 feet		Heavy Trucks		Grade Adju	stment	. 0 0			
Pad Elevation:	0.0 feet		Tieavy Truck	5. 0.000	Orado Maja	ourrone	. 0.0			
Road Elevation:	0.0 feet	L	Lane Equivalent Distance (in feet)							
Road Grade:	0.0%		Autos	s: 109.950						
Left View:	-90.0 degree	es	Medium Trucks	s: 109.869						
Right View:	90.0 degree	es	Heavy Trucks	s: 109.877						
FHWA Noise Model Calculation	s									
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten			
Autos: 66.51	-51.55	-3.49	0.00	-1.04	0.00	0	0.000			
Medium Trucks: 77.72	-65.31	-3.49	0.00	-1.15	0.00	0	0.000			
Heavy Trucks: 82.99	-71.33	-3.49	0.00	-1.43	0.00	0	0.000			

Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	11.5	9.7	5.2	3.1	11.0	11.3			
Medium Trucks:	8.9	7.2	2.6	0.5	8.5	8.8			
Heavy Trucks:	8.2	6.4	1.9	-0.2	7.7	8.0			
Vehicle Noise:	14.5	12.8	8.2	6.1	14.1	14.4			

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	0	0	0	0					
CNEL:	0	0	0	0					

Scenario: Existing Conditions

Road Name: Ash St. Road Segment: East Project Access - Pine St. (S Job Number: 4568

Project Name: Montecito Ranch

Analyst: A. Stalker

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS								
Highway Data				S	ite Con	ditions (l	Hard = 1	o, Sc	oft = 15)			
Average Daily	y Traffic (Adt): 500 vehicles ur Percentage: 10%						Αι	ıtos:	10			
Peak Hour					Medium Trucks (2 Axles): 10							
Peak Hour Volume: 50 vehicles				Heavy Trucks (3+ Axles): 10								
Vehicle Speed: Near/Far Lane Distance:		40 mph 12 feet		V	Vehicle Mix							
				-		cleType	D	ay	Evening	Night	Daily	
Site Data								0.0%		13.0%	95.00%	
Ra	rrier Height:	0.0 feet			Me	edium Tru	icks: 8	0.0%	7.0%	13.0%	4.00%	
Barrier Type (0-Wall, 1-Berm):		0.0			F	leavy Tru	icks: 8	0.0%	7.0%	13.0%	1.00%	
Centerline Dist. to Barrier:		100.0 feet			Naisa Causa Flauntiana (in fact)							
Centerline Dist. to Observer:		110.0 feet		Noise Source Elevations (in feet)								
Barrier Distance to Observer:		10.0 feet			Madium	:Autos n Trucks						
Observer Height (Above Pad).		5.0 feet							Grade Ad	iustmont	. 0 0	
P	ad Elevation:	0.0 feet			Heav	y Trucks:	8.00	0	Grade Auj	usimem.	0.0	
Road Elevation:		0.0 feet		L	Lane Equivalent Distance (in feet)							
Road Grade: 0.0%				Autos: 109.950								
Left View:		-90.0 degrees			Medium Trucks: 109.869							
Right View: 90.0 degrees				Heavy Trucks: 109.877								
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresne	'	Barrier Att	en Ber	m Atten	
Autos:	66.51	-14.56		-3.49		0.00	-1	.04	0.0	000	0.000	
Medium Trucks:	77.72	-28.32		-3.49		0.00	-1	.15	0.0	000	0.000	
Heavy Trucks:	82.99	-34.34		-3.49		0.00	-1	.43	0.0	000	0.000	
Unmitigated Noise	e Levels (with	out Topo and	barrie	r attenu	uation)							
VehicleType	Leq Peak Hou	ır Leq Day	,	Leq Ev	ening	Leq N	light		Ldn	CI	VEL	
Autos:	48	48.5 46.7			42.1 40.1		-	48.0		48.3		
Medium Trucks:	45	9 44.2			39.6		37.5			5	45.8	
Heavy Trucks:	Heavy Trucks: 45.		43.4		38.8		36.8		44.7	7	45.0	
Vehicle Noise:	51	.5	49.8		45.2	2 43.1			51.1		51.4	

70 dBA

1

2

Ldn:

CNEL:

65 dBA

4

5

60 dBA

14

15

55 dBA

45

48

Centerline Distance to Noise Contour (in feet)

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Ash St. Job Number: 4568
Road Segment: Pine St.(SR-78) - Elm St. Analyst: A. Stalker

SITE SPECIFIC	INPUT DATA		N	IOISE N	10DE	L INPUT	S	
Highway Data		3	Site Conditions	(Hard =	10, Sc	oft = 15)		
Average Daily Traffic (Adt)	500 vehicles	s		,	Autos:	10		
Peak Hour Percentage	: 10%		Medium Tr	ucks (2 A	(xles	10		
Peak Hour Volume	50 vehicles	s	Heavy True	cks (3+ A	(xles	10		
Vehicle Speed	: 40 mph	1	/ehicle Mix					
Near/Far Lane Distance	12 feet		VehicleType	)	Day	Evening	Night	Daily
Site Data				Autos:	80.0%	7.0%	13.0%	95.00%
Barrier Height	: 0.0 feet		Medium T	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-Wall, 1-Berm)			Heavy T	rucks:	80.0%	7.0%	13.0%	1.00%
Centerline Dist. to Barrier	100.0 feet	,	loise Source El	levations	s (in fe	eet)		
Centerline Dist. to Observer	110.0 feet	-	Auto		000	,,,		
Barrier Distance to Observer	: 10.0 feet		Medium Truck		297			
Observer Height (Above Pad)	5.0 feet		Heavy Truck		006	Grade Ad	iustment	. 0 0
Pad Elevation	: 0.0 feet		Ticavy Truck	3. 0.0	,00	Orado riaj		. 0.0
Road Elevation	: 0.0 feet	L	.ane Equivalent	t Distand	e (in t	feet)		
Road Grade	0.0%		Auto	s: 109.9	950			
Left View	: -90.0 degree	es	Medium Trucks: 109.869					
Right View	: 90.0 degree	es	Heavy Truck	s: 109.8	377			
FHWA Noise Model Calculation	ons							
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresn	el	Barrier Att	en Ber	m Atten
Autos: 66.5	-14.56	-3.49	0.00		-1.04	0.0	000	0.000
Medium Trucks: 77.7	72 -28.32	-3.49	0.00		-1.15	0.0	000	0.000
Heavy Trucks: 82.9	ks: 82.99 -34.34				-1.43	0.0	000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos	48.5	46.7	42.1	40.1	48.0	48.3						
Medium Trucks.	45.9	44.2	39.6	37.5	45.5	45.8						
Heavy Trucks:	45.2	43.4	38.8	36.8	44.7	45.0						
Vehicle Noise	51.5	49.8	45.2	43.1	51.1	51.4						

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	1	4	14	45						
CNEL:	2	5	15	48						

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Montecito Rd.

Road Segment: Montecito Way - Davis St.

Job Number: 4568

Analyst: A. Stalker

SITE SP	ECIFIC IN	IPUT DATA		NOISE MODEL INPUTS					
Highway Data				Site Conditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily Tra	ffic (Adt):	3,500 vehicles	3	Autos: 10					
Peak Hour Pe	rcentage:	10%		Medium T	rucks (2	Axles):	10		
Peak Hour	r Volume:	350 vehicles	6	Heavy Tru	ıcks (3+	Axles):	10		
Vehicl	le Speed:	40 mph	-	/ehicle Mix					
Near/Far Lane	Distance:	12 feet		Vehicle Typ	е	Day	Evening	Night	Daily
Site Data					Autos:	80.0%		13.0%	
Rarrio	r Height:	0.0 feet		Medium	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-Wall,	•	0.0		Heavy 7	Trucks:	80.0%	7.0%	13.0%	1.00%
Centerline Dist. t	,	100.0 feet		Noisa Sauraa E	Elovotio	na lin fe	204)		
Centerline Dist. to (	Observer:	110.0 feet	<u> </u>	Noise Source E		-	et)		
Barrier Distance to Observer: 10.0 feet				Auto Medium Truci		.000 .297			
Observer Height (Abo	ove Pad):	5.0 feet			_	.006	Grade Adj	ustmant	
Pad L	Elevation:	0.0 feet		Heavy Truci	NS. 0	.000	Grade Adj	ustinent	. 0.0
Road L	Elevation:	0.0 feet	I	.ane Equivaler	nt Distar	nce (in i	feet)		
Roa	ad Grade:	0.0%		Auto	os: 109	.950			
L	Left View:	-90.0 degree	es	Medium Truc	ks: 109	.869			
Ri	ight View:	90.0 degree	es	Heavy Truci	ks: 109	.877			
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-6.11	-3.49	0.00		-1.04	0.0	00	0.000
Medium Trucks:	77.72	-19.86	-3.49	0.00		-1.15	0.0	00	0.000
Heavy Trucks:	82.99	-25.89	-3.49	0.00		-1.43	0.0	00	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	56.9	55.2	50.6	48.5	56.5	56.8						
Medium Trucks:	54.4	52.6	48.0	46.0	53.9	54.2						
Heavy Trucks:	53.6	51.9	47.3	45.2	53.2	53.5						
Vehicle Noise.	60.0	58.2	53.7	51.6	59.5	59.8						

	-										
Centerline Distance to Noise Contour (in feet)											
	70 dBA	65 dBA	60 dBA	55 dBA							
Ldn:	10	31	99	313							

11

33

106

335

Scenario: Existing Conditions Project Name: Montecito Ranch

Road Name: Montecito Rd.

Road Segment: Davis St. - Main St. (SR-67)

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA						L INPUT	S	
Highway Data				Site Co	nditions (	Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,000 vehicles	S				Autos:	10		
Peak Hour	Percentage:	10%		M	edium Tru	cks (2	Axles):	10		
Peak F	lour Volume:	600 vehicles	3	H	eavy Truck	ks (3+	Axles):	10		
Ve	ehicle Speed:	40 mph	,	Vehicle	Mix					
Near/Far La	ane Distance:	12 feet			hicleType		Day	Evening	Night	Daily
Site Data					A	utos:	80.0%	7.0%	13.0%	95.00%
Ва	rrier Height:	0.0 feet		N	1edium Tru	ıcks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			Heavy Tru	ıcks:	80.0%	7.0%	13.0%	1.00%
Centerline D	ist. to Barrier:	100.0 feet		Noise S	ource Ele	vation	ns (in fe	net)		
Centerline Dist.	to Observer:	110.0 feet		10.00	Autos.		.000			
Barrier Distance	to Observer:	10.0 feet		Medii	ım Trucks.	_	.297			
Observer Height (Above Pad): 5.0 feet					vy Trucks:		.006	Grade Ad	iustment	. 0 0
P	ad Elevation:	0.0 feet		,						
Ro	ad Elevation:	0.0 feet	1	Lane Ed	quivalent i	Distan	ce (in i	feet)		
	Road Grade:	0.0%		Autos: 109.950						
	Left View:	-90.0 degree	es	Medium Trucks: 109.869						
	Right View:	90.0 degree	es	Hea	vy Trucks.	: 109	.877			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	e Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-3.77	-3.4	9	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	-17.52	-3.4	9	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-23.54	-3.4	9	0.00		-1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq N	light		Ldn	CI	VEL

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	59.3	57.5	52.9	50.9	58.8	59.1						
Medium Trucks:	56.7	54.9	50.4	48.3	56.3	56.6						
Heavy Trucks:	56.0	54.2	49.6	47.6	55.5	55.8						
Vehicle Noise:	62.3	60.6	56.0	53.9	61.9	62.2						

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	17	54	170	536						

18

57

181

574

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: SR-78

Road Segment: Ash St. - Haverford Rd.

Job Number: 4568

Analyst: A. Stalker

SITE SPECIFIC I	NPUT DATA				١	NOISE	MODE	L INPUT	S	
Highway Data			Si	te Con	ditions	(Hard	= 10, Sc	oft = 15)		
Average Daily Traffic (Adt):	9,994 vehicles	S					Autos:	10		
Peak Hour Percentage:	10%			Me	dium Tr	ucks (2	2 Axles):	10		
Peak Hour Volume:	999 vehicles	S		He	avy Tru	cks (3+	- Axles):	10		
Vehicle Speed:	40 mph	40 mph 12 feet		ehicle l	Mix					
Near/Far Lane Distance:	12 feet				icleType	9	Day	Evening	Night	Daily
Site Data						Autos:	80.0%	7.0%	13.0%	94.00%
Barrier Height:	0.0 feet			Ме	edium T	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-Wall, 1-Berm):	0.0			F	leavy T	rucks:	80.0%	7.0%	13.0%	2.00%
Centerline Dist. to Barrier:	100.0 feet		No	oise Sc	urce F	levatio	ns (in fe	eet)		
Centerline Dist. to Observer:	line Dist. to Observer: 110.0 feet			<i>3,00</i> <b>0</b> 0	Auto		0.000	,,,		
Barrier Distance to Observer: 10.0 feet				Mediu	n Truck		2.297			
Observer Height (Above Pad):	5.0 feet				y Truck	_	3.006	Grade Ad	iustment	. 0 0
Pad Elevation:	0.0 feet			Ticav	y Truck	.s. (	3.000	Crado riaj	jaotimom	. 0.0
Road Elevation:	0.0 feet		La	Lane Equivalent Distance (in feet)						
Road Grade:	0.0%		Autos: 109.950							
Left View:	-90.0 degree	es		Mediur	n Truck	rs: 10	9.869			
Right View:	90.0 degree	es		Heav	y Truck	s: 10	9.877			
FHWA Noise Model Calculation	าร									
VehicleType REMEL	Traffic Flow	Distan	ce	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos: 66.5	-1.60		-3.49		0.00		-1.04	0.0	000	0.000
Medium Trucks: 77.72	-15.31	•	-3.49		0.00		-1.15	0.0	000	0.000
Heavy Trucks: 82.99	-18.32		-3.49 0.00 <i>-1.43</i> 0.000			000	0.000			
Unmitigated Noise Levels (with	hout Topo and	barrier a	ttenua	ation)						
VehicleType Leq Peak Ho	ur Leq Day	Le	q Eve	ening	Leq	Night		Ldn	C	NEL

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	61.4	59.7	55.1	53.0	61.0	61.3						
Medium Trucks:	58.9	57.2	52.6	50.5	58.5	58.8						
Heavy Trucks:	61.2	59.4	54.9	52.8	60.8	61.0						
Vehicle Noise.	65.4	63.7	59.1	57.0	65.0	65.3						

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	35	110	346	1,095						

37

117

370

1,172

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: SR-78
Road Segment: Ash St. - Olive St. Job Number: 4568 Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS					
Highway Data				Site Conditions	(Hard = 10, S	oft = 15)			
•	, ,	12,024 vehicles	<b>;</b>	Marillo e Ti	Autos				
	Percentage:	10%			ucks (2 Axles)				
	lour Volume:	1,202 vehicles	•	Heavy True	cks (3+ Axles)	: 10			
	hicle Speed:	40 mph	1	Vehicle Mix					
Near/Far La	ne Distance:	12 feet		VehicleType	e Day	Evening	Night	Daily	
Site Data				Autos: 80.0% 7.0% 13.0%					
Ba	rrier Height:	0.0 feet		Medium T	rucks: 80.0%	6 7.0%	13.0%	4.00%	
Barrier Type (0-W	/all, 1-Berm):	0.0		Heavy T	rucks: 80.0%	6 7.0%	13.0%	2.00%	
Centerline Di	st. to Barrier:	100.0 feet	1	Noise Source El	levations (in t	feet)			
Centerline Dist.	to Observer:	110.0 feet		Auto	<u>_</u>	,			
Barrier Distance to Observer: 10.0 feet				Medium Truck					
Observer Height (	(Above Pad):	5.0 feet		Heavy Truck		Grade Ad	iustment	: 0.0	
Pa	ad Elevation:	0.0 feet							
Roa	ad Elevation:	0.0 feet	1	Lane Equivalent Distance (in feet)					
	Road Grade:	0.0%		Auto	s: 109.950				
	Left View:	-90.0 degree	s	Medium Trucks: 109.869					
	Right View:	90.0 degree	s	Heavy Truck	s: 109.877				
FHWA Noise Mod	el Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Att	en Ber	m Atten	
Autos:	66.51	-0.79	-3.49	0.00	-1.04	0.0	000	0.000	
Medium Trucks:	77.72	-14.50	-3.49	-3.49 0.00 <i>-1.15</i> 0.000					
Heavy Trucks:	82.99	-17.52	-3.49	0.00	-1.43	0.0	000	0.000	
Unmitigated Noise	e Levels (with	out Topo and I	barrier atten	uation)					
VehicleType	Lea Peak Hoi	ur I ea Dav	Lea Ev	venina Lea	Night	I dn	C	NFI	

Unmitigated Noise Levels (without Topo and barrier attenuation)												
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	62.2	60.5	55.9	53.8	61.8	62.1						
Medium Trucks.	59.7	58.0	53.4	51.3	59.3	59.6						
Heavy Trucks:	62.0	60.2	55.7	53.6	61.6	61.8						
Vehicle Noise.	66.2	64.5	59.9	57.8	65.8	66.1						

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	42	132	417	1,318						
CNFI ·	45	141	446	1 409						

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: SR-78

Job Number: 4568 Road Segment: Olive St. - Main St. (SR-67) Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA			NC	ISE M	IODE	L INPUT	S		
Highway Data				Site Con	ditions (F	lard =	10, Sc	oft = 15)			
Average Daily	Traffic (Adt): 1	12,054 vehicles				A	lutos:	10			
Peak Hour	Percentage:	10%		Me	dium Truc	ks (2 A	xles):	10			
Peak H	lour Volume:	1,205 vehicles		Heavy Trucks (3+ Axles): 10							
Ve	hicle Speed:	40 mph		Vehicle	Miy						
Near/Far La	ne Distance:	e Distance: 12 feet					Day	Evening	Night	Daily	
Site Data					icleType Au		30.0%	_	13.0%		
Ва	rrier Height:	0.0 feet		М	edium Tru	cks: 8	30.0%	7.0%	13.0%	4.00%	
Barrier Type (0-W		0.0		1	Heavy Tru	cks: 8	30.0%	7.0%	13.0%	2.00%	
Centerline Di	•	100.0 feet		Noisa S	ource Ele	vations	(in fo	not)			
Centerline Dist.	to Observer:	110.0 feet	1	NOISE S	Autos:	0.0		et)			
Barrier Distance	to Observer:	10.0 feet		Modiu	Autos. m Trucks:	2.2					
Observer Height (Above Pad). 5.0 feet Heavy Trucks: 8.006					_	Grade Ad	iustment	. 0 0			
P	ad Elevation:	0.0 feet		Tical	ry Trucks.	0.0	00	Orado riaj	jaotimom	. 0.0	
Ro	ad Elevation:	0.0 feet	1	Lane Eq	uivalent E	Distanc	e (in f	feet)			
	Road Grade:	0.0%			Autos:	109.9	50				
	Left View:	-90.0 degrees	3	Medium Trucks: 109.869							
	Right View:	90.0 degrees	5	Heav	y Trucks:	109.8	377				
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresne	el .	Barrier Att	en Bei	m Atten	
Autos:	66.51	-0.78	-3.4	9	0.00		1.04	0.0	000	0.000	
Medium Trucks:	77.72	-14.49	-3.4	9	0.00		1.15	0.0	000	0.000	
Heavy Trucks:	82.99	-17.50	-3.4	-3.49 0.00 <i>-1.4</i> 3 0.000					000	0.000	
Unmitigated Nois	e Levels (with	out Topo and b	arrier atten	nuation)							
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq N	ight		Ldn	C	NEL	
Autos:	62	.2 60	0.5	55.9		53.8		61.8	3	62.1	

Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	62.2	60.5	55.9	53.8	61.8	62.1					
Medium Trucks:	59.7	58.0	53.4	51.3	59.3	59.6					
Heavy Trucks:	62.0	60.2	55.7	53.6	61.6	61.9					
Vehicle Noise:	66.2	64.5	59.9	57.8	65.8	66.1					

Centerline Distance to Noise Contour (in feet)											
	70 dBA	65 dBA	60 dBA	55 dBA							
Ldn:	42	132	418	1,321							
CNEL:	45	141	447	1,413							

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: 10th St. Job Number: 4568
Road Segment: Main St. (SR-67) - H St. Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA			NO	DISE M	ODE	L INPUT:	S	
Highway Data				Site Cor	nditions (l	Hard = 1	o, Sc	oft = 15)		
Average Daily	Traffic (Adt):	7,647 vehicles	S			A	utos:	10		
Peak Hou	r Percentage:	10%		Me	edium Trud	cks (2 Ax	des):	10		
Peak I	Hour Volume:	765 vehicles	S	He	eavy Truck	(S (3+ A)	des):	10		
Ve	ehicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ane Distance:	12 feet		icleType	D	Эау	Evening	Night	Daily	
Site Data					A	utos: 8	0.0%	7.0%	13.0%	95.00%
Ba	nrrier Height:	0.0 feet		N	ledium Tru	icks: 8	0.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			Heavy Tru	icks: 8	0.0%	7.0%	13.0%	1.00%
Centerline D	ist. to Barrier.	100.0 feet		Noise S	ource Ele	vations	(in fe	eet)		
Centerline Dist	to Observer:	110.0 feet			Autos:		•	,		
Barrier Distance to Observer: 10.0 feet				Medi	m Trucks.					
Observer Height (Above Pad): 5.0 feet					vy Trucks:			Grade Ad	iustmen	<i>t</i> · 0 0
F	Pad Elevation:	0.0 feet		Tica	vy Trucks.	0.00	<i></i>	Orado riaj	jaourrorr	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance	e (in 1	feet)		
	Road Grade:	0.0%		Autos: 109.950						
	Left View:	-90.0 degree	es	Mediu	m Trucks.	109.86	69			
	Right View:	90.0 degree	es	Hea	vy Trucks:	109.87	77			
FHWA Noise Mod	lel Calculation	s								
VehicleType	REMEL	Traffic Flow	Distance	e Finite	Road	Fresne	1	Barrier Att	en Be	rm Atten
Autos	66.51	-2.71	-3	3.49	0.00		1.04	0.0	000	0.000
Medium Trucks.	77.72	-16.47	-3	3.49	0.00	_ '	1.15	0.0	000	0.000
Heavy Trucks:	82.99	-22.49	-3	3.49	0.00		1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier att	enuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq N	light		Ldn	С	NEL
Autos	- 60	13	58 5	54 (		51.0		59.0	<u> </u>	60.2

Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	60.3	58.5	54.0	51.9	59.9	60.2					
Medium Trucks:	57.8	56.0	51.4	49.4	57.3	57.6					
Heavy Trucks:	57.0	55.3	50.7	48.6	56.6	56.9					
Vehicle Noise:	63.4	61.6	57.0	55.0	62.9	63.2					

Centerline Distance to Noise Contour (in feet)											
	70 dBA	65 dBA	60 dBA	55 dBA							
Ldn:	22	68	216	683							
CNFI ·	23	73	231	731							

Scenario: Existing + Project Road Name: Main St. (SR-78) Road Segment: 7th St. - 3rd St.

Project Name: Montecito Ranch Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA				Ν	IOISE N	ИODE	L INPUT	S	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	23,594 vehicle	s					Autos:	10		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 )	Axles):	10		
Peak H	lour Volume:	2,359 vehicle	s		He	avy Tru	cks (3+ /	Axles):	10		
Ve	hicle Speed:	55 mph		V	ehicle	Mix					
Near/Far La	ne Distance:	12 feet				icleType	)	Day	Evening	Night	Daily
Site Data						,	Autos:	80.0%	7.0%	13.0%	94.00%
Ba	rrier Height:	0.0 feet			M	edium T	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	•	0.0			I	Heavy T	rucks:	80.0%	7.0%	13.0%	2.00%
Centerline Di		100.0 feet			loisa Si	ource F	levation	s (in fa	not)		
Centerline Dist.	to Observer:	110.0 feet			10/36 30	Auto		000			
Barrier Distance	to Observer:	10.0 feet			Modiu	Auto m Truck		297			
Observer Height (	(Above Pad):	5.0 feet				m muck ∕y Truck		297 006	Grade Ad	iustmant	
Pa	ad Elevation:	0.0 feet			rieat	y Truck	S. O.	000	Grade Adj	usunone	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in f	feet)		
1	Road Grade:	0.0%				Auto	s: 109.	950			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 109.	869			
	Right View:	90.0 degree	es		Heav	y Truck	s: 109.	877			
FHWA Noise Mod	el Calculations	 S									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos:	71.78	0.75		-3.49		0.00		-1.04	0.0	000	0.000
Medium Trucks:	82.40	-12.96		-3.49	)	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	86.40	-15.97		-3.49	)	0.00		-1.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er attenu	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq Ev	ening	Leq	Night		Ldn	CI	VEL
Autos:	69.	.0	67.3		62.7		60.6	3	68.6	3	68.9
Medium Trucks:	66.	.0	64.2		59.6		57.6	3	65.5	5	65.8
Heavy Trucks:	66.	.9	65.2		60.6		58.5	5	66.5	5	66.8
Vehicle Noise:	72.	.3	70.5		66.0		63.9	)	71.8	3	72.1
Centerline Distanc	ce to Noise Co	ntour (in feet	)								
				70 d	BA	65	dBA	6	0 dBA	55	dBA

168

180

Ldn:

CNEL:

531

569

1,681

1,798

5,315

5,685

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: 10th St. - Montecito Rd.

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA			NC	ISE MODE	L INPUT	S			
Highway Data				Site Cor	nditions (F	lard = 10, S	oft = 15)				
Average Daily	Traffic (Adt):	30,206 vehicles	;			Autos:	10				
Peak Hour	Percentage:	10%		Medium Trucks (2 Axles): 10							
Peak H	lour Volume:	3,021 vehicles	;	He	eavy Truck	s (3+ Axles).	10				
Ve	ehicle Speed:	55 mph		Vehicle	Miy						
Near/Far La	ne Distance:	12 feet			nicleType	Day	Evening	Night	Daily		
Site Data						itos: 80.0%	_	13.0%			
Ba	rrier Height:	0.0 feet		M	ledium Tru	cks: 80.0%	7.0%	13.0%	4.00%		
Barrier Type (0-W	•	0.0			Heavy Tru	cks: 80.0%	7.0%	13.0%	2.00%		
• • •	ist. to Barrier.	100.0 feet		Noise Source Elevations (in feet)							
Centerline Dist.	to Observer:	110.0 feet									
Barrier Distance	to Observer:	10.0 feet		Modiu	Autos:	0.000 2.297					
Observer Height	(Above Pad):	5.0 feet									
P	ad Elevation:	0.0 feet		Heavy Trucks: 8.006 Grade Adjustment: 0							
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent E	Distance (in	feet)				
	Road Grade:	0.0%			Autos:	109.950					
	Left View:	-90.0 degree	S	Medium Trucks: 109.869							
	Right View:	90.0 degree	s	Hea	vy Trucks:	109.877					
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Ber	m Atten		
Autos:	71.78	1.82	-3.4	49	0.00	-1.04	0.0	000	0.000		
Medium Trucks:	82.40	-11.89	-3.4	49	0.00	-1.15	0.0	000	0.000		
Heavy Trucks:	86.40	-14.90	-3.4	49	0.00	-1.43	0.0	000	0.000		
Unmitigated Nois	e Levels (with	out Topo and l	barrier atte	nuation)							
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq N	ight	Ldn	CI	VEL		
Autos:	70	).1	88.4	63.8		61.7	69.7	7	70.0		

Unmitigated Noise Levels (without Topo and barrier attenuation)												
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	70.1	68.4	63.8	61.7	69.7	70.0						
Medium Trucks:	67.0	65.3	60.7	58.6	66.6	66.9						
Heavy Trucks:	68.0	66.2	61.7	59.6	67.6	67.9						
Vehicle Noise:	73.4	71.6	67.0	64.9	72.9	73.2						

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	215	680	2,152	6,804					

230

728

2,302

7,279

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Main St. (SR-67) Job Number: 4568 Road Segment: Montecito Rd. - Hunter St. Analyst: A. Stalker

SITE S	SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS						
Highway Data			S	ite Conditions	Hard = 10, S	oft = 15)				
Average Daily 7	raffic (Adt): 2	29,006 vehicles			Autos	10				
Peak Hour F	Percentage:	10%		Medium Tru	icks (2 Axles)	: 10				
Peak Ho	our Volume:	2,901 vehicles		Heavy Truc	ks (3+ Axles).	: 10				
Veh	icle Speed:	55 mph	V	Vehicle Mix						
Near/Far Lan	e Distance:	12 feet	•	VehicleType	Day	Evening	Night	Daily		
Site Data				A	utos: 80.0%	6 7.0%	13.0%	94.00%		
Barı	rier Height:	0.0 feet		Medium Tr	ucks: 80.0%	6 7.0%	13.0%	4.00%		
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Tr	ucks: 80.0%	6 7.0%	13.0%	2.00%		
Centerline Dis	t. to Barrier.	100.0 feet	٨	loise Source Ele	evations (in f	eet)				
Centerline Dist. to Observer: 110.0 feet				Autos						
Barrier Distance to Observer: 10.0 feet				Medium Trucks						
Observer Height (A	Above Pad).	5.0 feet			_	Grade Adj	istmant			
Pa	d Elevation:	0.0 feet		Heavy Trucks	6.000	Oracle Auj	astiri <del>c</del> irt	. 0.0		
Roa	d Elevation:	0.0 feet	L	Lane Equivalent Distance (in feet)						
R	Road Grade:	0.0%		Autos	: 109.950					
	Left View:	-90.0 degree	s	Medium Trucks	s: 109.869					
	Right View:	90.0 degree	s	Heavy Trucks	: 109.877					
FHWA Noise Mode	l Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten		
Autos:	71.78	1.65	-3.49	0.00	-1.04	0.0	00	0.000		
Medium Trucks:	82.40	-12.06	-3.49	0.00	-1.15	0.0	00	0.000		
Heavy Trucks:	86.40	-15.07	-3.49	0.00	-1.43	0.0	00	0.000		

verlicie i ype	INLIVILL	Traine Flow	Distance	Titille Road	i resirei	Darrier Atteri	Deriii Alleri	
Autos:	71.78	1.65	-3.49	0.00	-1.04	0.000	0.000	
Medium Trucks:	82.40	-12.06	-3.49	0.00	-1.15	0.000	0.000	
Heavy Trucks:	86.40	-15.07	-3.49	0.00	-1.43	0.000	0.000	
Unmitigated Noise Levels (without Topo and barrier attenuation)								

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	69.9	68.2	63.6	61.5	69.5	69.8						
Medium Trucks:	66.9	65.1	60.5	58.4	66.4	66.7						
Heavy Trucks:	67.8	66.1	61.5	59.4	67.4	67.7						
Vehicle Noise:	73.2	71.4	66.9	64.8	72.7	73.0						

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	207	653	2,066	6,534					
CNFI:	221	600	2 210	6 080					

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Main St. (SR-67) Job Number: 4568 Road Segment: Hunter St.-Boundary Rd. Analyst: A. Stalker

SITES	SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS					
Highway Data				Site Condition:	s (Hard	= 10, So	oft = 15)		
Average Daily	Traffic (Adt): 1	28,471 vehicles	3			Autos:	10		
Peak Hour	Percentage:	10%		Medium 7	rucks (2	2 Axles):	10		
Peak H	our Volume:	2,847 vehicles	6	Heavy Tr	ucks (3-	+ Axles):	10		
Vehicle Speed: 40 mph				Vehicle Mix					
Near/Far Lar	ne Distance:	12 feet					Evening	Night	Daily
Site Data					Autos:	80.0%	_	13.0%	
	rier Height:	0.0 feet		Medium	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	•	0.0		Heavy	Trucks:	80.0%	7.0%	13.0%	2.00%
Centerline Dis	t. to Barrier.	100.0 feet		Noise Source I	Elevatio	ons (in fe	eet)		
Centerline Dist. to Observer: 110.0 feet				Aut		0.000	,		
Barrier Distance	to Observer:	10.0 feet		Medium Truc		2.297			
Observer Height (A	Above Pad):	5.0 feet		Heavy Truc	-	8.006	Grade Adj	ustment	. 0 0
Pa	d Elevation:	0.0 feet		Tieavy Truc	ns.	0.000	Orado Maj	dottriorit	. 0.0
Roa	d Elevation:	0.0 feet	I	Lane Equivalent Distance (in feet)					
F	Road Grade:	0.0%		Aut	os: 10	9.950			
	Left View:	-90.0 degree	es	Medium Truc	ks: 10	9.869			
	Right View:	90.0 degree		Heavy Truc	ks: 10	9.877			
FHWA Noise Mode	el Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten
Autos:	66.51	2.95	-3.4	9 0.00	)	-1.04	0.0	00	0.000
Medium Trucks:	77.72	-10.76	-3.4	9 0.00	)	-1.15	0.0	00	0.000
Heavy Trucks:	82.99	-13.77	-3.4	9 0.00	)	-1.43	0.0	00	0.000

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.95	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-10.76	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-13.77	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	66.0	64.2	59.6	57.6	65.5	65.8					
Medium Trucks:	63.5	61.7	57.1	55.1	63.0	63.3					
Heavy Trucks:	65.7	64.0	59.4	57.3	65.3	65.6					
Vehicle Noise.	70.0	68.2	63.6	61.6	69.5	69.8					

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	99	312	987	3,120					
CNEL:	106	334	1,055	3,337					

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: Boundary Rd. - Highland Valley R

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA			NO	OISE N	MODE	L INPUTS	5	
Highway Data				Site Cor	nditions (l	Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	28,471 vehicles	3				Autos:	10		ļ
Peak Hour	Percentage:	10%		Me	edium Trud	cks (2 /	Axles):	10		
Peak H	lour Volume:	2,847 vehicles	3	He	eavy Truck	ks (3+ /	4xles):	10		
Ve	Vehicle Speed: 40 mph		Vehicle Mix							
Near/Far La	ne Distance:	12 feet			nicleType		Day	Evening	Night	Daily
Site Data					Au	utos:	80.0%	7.0%	13.0%	94.00%
Ва	rrier Height:	0.0 feet		N	ledium Tru	ucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	•	0.0			Heavy Tru	ıcks:	80.0%	7.0%	13.0%	2.00%
Centerline Di	ist. to Barrier:	100.0 feet		Noise Source Elevations (in feet)						
Centerline Dist.	to Observer:	110.0 feet		710/00 0	Autos:		000			
Barrier Distance to Observer: 10.0 feet				Medii	ım Trucks.	_	297			
Observer Height (Above Pad): 5.0 feet					vy Trucks:		006	Grade Adj	iustment	. 0 0
P	ad Elevation:	0.0 feet		,					. 0.0	
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)						
	Road Grade:	0.0%			Autos:	: 109.	950			
	Left View:	-90.0 degree	es	Medium Trucks: 109.869						
	Right View:	90.0 degree	es	Hea	vy Trucks:	: 109.	877			
FHWA Noise Mod	el Calculation	s								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	2.95	-3.	49	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	-10.76	-3.	49	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-13.77	-3.	-3.49 0.00 <i>-1.4</i> 3 0.000				0.000		
Unmitigated Noise	e Levels (with	out Topo and	barrier atte	enuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq N	light		Ldn	CI	VEL

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	66.0	64.2	59.6	57.6	65.5	65.8					
Medium Trucks:	63.5	61.7	57.1	55.1	63.0	63.3					
Heavy Trucks:	65.7	64.0	59.4	57.3	65.3	65.6					
Vehicle Noise.	70.0	68.2	63.6	61.6	69.5	69.8					

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	99	312	987	3,120
CNEL:	106	334	1,055	3,337

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: Highland Valley Rd.- Archie Moor

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	PUT DATA		NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	25,059 vehicles					Autos:	10		
Peak Hou	Percentage:	10%		Medium Trucks (2 Axles): 10						
Peak I	lour Volume:	2,506 vehicles		Heavy Trucks (3+ Axles): 10						
Ve	ehicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ane Distance:	12 feet						Evening	Night	Daily
Site Data						lutos:	80.0%		13.0%	_
Ba	rrier Height:	0.0 feet		M	ledium Tr	ucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			Heavy Tr	ucks:	80.0%	7.0%	13.0%	2.00%
• • • •	ist. to Barrier:	100.0 feet		Noiso S	ource Ele	ovatio	nc (in f	201		
Centerline Dist.	to Observer:	110.0 feet		Noise 3	Autos		.000	et)		
Barrier Distance	to Observer:	10.0 feet		Modi	m Trucks		.297			
Observer Height (Above Pad). 5.0 feet					vy Trucks		.006	Grade Ad	iustment	O O
P	ad Elevation:	0.0 feet		1164	vy Trucks	s. o	.000	Orado Maj	Jactinoni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distar	nce (in i	feet)		
	Road Grade:	0.0%			Autos	s: 109	9.950			
	Left View:	-90.0 degrees	S	Mediu	m Trucks	s: 109	.869			
	Right View:	90.0 degrees	S	Hea	vy Trucks	s: 109	).877			
FHWA Noise Mod	lel Calculations	5								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	2.39	-3.4	19	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	-11.32	-3.4	19	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-14.33	-3.4	19	0.00		-1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier atte	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq E	vening	Leq	Night		Ldn	CI	NEL
Autos:	65.	4 6	3.7	59.1		57	.0	65.0	)	65.3
Madium Trucko	. 62	0 6	1.0	56.6		E 1	5	62 1	=	62.0

venicie i ype	Led Peak Hour	Leq Day	Leq Evening	Leq Nigrit	Lan	CNEL
Autos:	65.4	63.7	59.1	57.0	65.0	65.3
Medium Trucks:	62.9	61.2	56.6	54.5	62.5	62.8
Heavy Trucks:	65.2	63.4	58.9	56.8	64.7	65.0
Vehicle Noise.	69.4	67.6	63.1	61.0	69.0	69.3
Contouling Distan	aa ta Naisa Can	torry (in foot)				

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	87	275	868	2,746	
CNFI ·	93	294	929	2.938	

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Main St. (SR-67)
Road Segment: Archie Moore Rd. - Poway Rd Job Number: 4568 Analyst: A. Stalker

SITE	SPECIFIC IN	NPUT DATA			1	NOISE	MODE	L INPUT	S	
Highway Data				Sit	te Conditions	(Haro	l = 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	25,883 vehicles	3	Autos: 10						
Peak Hour	Percentage:	10%			Medium Ti	rucks (	2 Axles):	10		
Peak H	lour Volume:	2,588 vehicles			Heavy Tru	icks (3	+ Axles):	10		
Vehicle Speed:		40 mph		Vo	hicle Mix					
Near/Far La	ane Distance:	12 feet		V C	VehicleType	e	Day	Evening	Night	Daily
Site Data						Autos:	80.0%	_	13.0%	94.00%
Ra	rrier Height:	0.0 feet			Medium 7	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			Heavy 7	rucks:	80.0%	7.0%	13.0%	2.00%
Centerline Di	ist. to Barrier.	100.0 feet		No	ise Source E	levatio	ons (in fe	eet)		
Centerline Dist.	to Observer:	110.0 feet		Autos: 0.000						
Barrier Distance	to Observer:	10.0 feet			Medium Truck		2.297			
Observer Height	(Above Pad):	5.0 feet			Heavy Truck		8.006	Grade Ad	iustmen	t: 0.0
Р	ad Elevation:	0.0 feet								
Ro	ad Elevation:	0.0 feet		La	ne Equivalen	t Dista	ance (in	feet)		
	Road Grade:	0.0%			Auto	os: 10	9.950			
	Left View:	-90.0 degree	es	Medium Trucks: 109.869						
	Right View:	90.0 degree	es		Heavy Truck	ks: 10	9.877			
FHWA Noise Mod	lel Calculation	18								
VehicleType	REMEL	Traffic Flow	Distance		Finite Road	Fre	snel	Barrier Att	en Be	rm Atten
Autos:	66.51	2.54	-3.4	19	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	-11.18	-3.4	19	0.00		-1.15	0.0	000	0.000
Heavy Trucks: 82.99 -14.19 -				19	0.00		-1.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier atter	ทนส	ation)					

• •											
Autos	: 66.51	2.54	-3.49	0.00	-1.04	0.000	0.000				
Medium Trucks	: 77.72	-11.18	-3.49	0.00	-1.15	0.000	0.000				
Heavy Trucks	: 82.99	-14.19	-3.49	0.00	-1.43	0.000	0.000				
Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leg Peak Ho	ur Leg Day	/ Lea Eve	enina Lea	Night	I dn	CNEL				

J	garage and the same and the sam										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	65.6	63.8	59.2	57.2	65.1	65.4					
Medium Trucks:	63.1	61.3	56.7	54.6	62.6	62.9					
Heavy Trucks:	65.3	63.6	59.0	56.9	64.9	65.2					
Vehicle Noise:	69.6	67.8	63.2	61.1	69.1	69.4					

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	90	284	897	2,836
CNFI ·	96	303	959	3 034

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Montecito Way Job Number: 4568 Road Segment: Montecito Ranch Rd - Montecito Analyst: A. Stalker

	SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	3,131 vehicles	6			Autos:	10			
Peak Hour	Peak Hour Percentage: 10%			Medium T	rucks (2	? Axles):	10			
Peak H	lour Volume:	313 vehicles	3	Heavy Trucks (3+ Axles): 10						
Ve	hicle Speed:	40 mph	_	/ehicle Mix						
Near/Far La	ne Distance:	12 feet		VehicleTyp	е	Day	Evening	Night	Daily	
Site Data					Autos:	80.0%		13.0%	95.00%	
Bai	rrier Height:	0.0 feet		Medium	Trucks:	80.0%	7.0%	13.0%	4.00%	
Barrier Type (0-W	•	0.0		Heavy	Trucks:	80.0%	7.0%	13.0%	1.00%	
Centerline Dis	st. to Barrier:	100.0 feet	1	Noise Source I	Elevatio	ns (in fe	eet)			
Centerline Dist.	to Observer:	110.0 feet		Aut		0.000	7			
Barrier Distance	to Observer:	10.0 feet		Medium Truc		2.297				
Observer Height (	Above Pad):	5.0 feet		Heavy Truc	_	3.006	Grade Adj	iustment	. 0 0	
Pa	ad Elevation:	0.0 feet		Tieavy Truc	<i>N</i> 3. (	5.000	Orado riaj	aoumom	. 0.0	
Roa	ad Elevation:	0.0 feet	1	.ane Equivale	nt Dista	nce (in t	feet)			
I	Road Grade:	0.0%		Aut	os: 10	9.950				
	Left View:	-90.0 degree	es	Medium Truc	ks: 10	9.869				
	Right View:	90.0 degree	es	Heavy Truc	ks: 10	9.877				
FHWA Noise Mode	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten	
Autos:	66.51	-6.59	-3.49	0.00	)	-1.04	0.0	00	0.000	
Medium Trucks:	77.72	-20.35	-3.49	0.00	)	-1.15	0.0	00	0.000	
Heavy Trucks:	82.99	-26.37	-3.49	0.00	)	-1.43	0.0	00	0.000	

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	56.4	54.7	50.1	48.0	56.0	56.3						
Medium Trucks:	53.9	52.1	47.6	45.5	53.4	53.7						
Heavy Trucks:	53.1	51.4	46.8	44.7	52.7	53.0						
Vehicle Noise:	59.5	57.7	53.2	51.1	59.1	59.3						

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	28	88	280
CNEL:	9	30	95	299

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Montecito Way

Job Number: 4568

Road Segment: Montecito Rd.- Main St. (SR-67)

Analyst: A. Stalker

SITE SPECIFIC I	NPUT DATA		NOISE MODEL INPUTS						
Highway Data		S	ite Conditions	(Hard =	10, Sc	oft = 15)			
Average Daily Traffic (Adt):	2,472 vehicle	s	Autos: 10						
Peak Hour Percentage:	10%		Medium T	rucks (2 A	xles):	10			
Peak Hour Volume:	247 vehicle	s	Heavy Tru	ıcks (3+ A	xles):	10			
Vehicle Speed:	40 mph	V	ehicle Mix						
Near/Far Lane Distance:	12 feet	_	VehicleTyp	е	Day	Evening	Night	Daily	
Site Data					80.0%		13.0%		
Barrier Height:	0.0 feet		Medium 1	Trucks:	80.0%	7.0%	13.0%	4.00%	
Barrier Type (0-Wall, 1-Berm):	0.0		Heavy 7	Trucks:	80.0%	7.0%	13.0%	1.00%	
Centerline Dist. to Barrier:	100.0 feet	_	Naine Course Flourations (in fact)						
Centerline Dist. to Observer:	110.0 feet	<u> </u>	Noise Source Elevations (in feet)						
Barrier Distance to Observer:	10.0 feet		Auto Medium Truci						
Observer Height (Above Pad):	5.0 feet		Heavy Truci	-	-	Grade Adj	ustmant		
Pad Elevation:	0.0 feet		rieavy rruci	ns. 0.0	,00	Grade Adj	ustrioni	. 0.0	
Road Elevation:	0.0 feet	L	ane Equivaler	nt Distanc	e (in f	feet)			
Road Grade:	0.0%		Auto	os: 109.9	950				
Left View:	-90.0 degree	es	Medium Truci	ks: 109.8	369				
Right View:	90.0 degree	es	Heavy Truci	ks: 109.8	377				
FHWA Noise Model Calculation	ns								
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresn	el	Barrier Atte	en Ber	m Atten	
Autos: 66.5	1 -7.62	-3.49	0.00		-1.04	0.0	00	0.000	
Medium Trucks: 77.7	2 -21.37	-3.49	0.00		-1.15	0.0	00	0.000	
Heavy Trucks: 82.9	9 -27.40	-3.49	0.00		-1.43	0.0	00	0.000	

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	55.4	53.6	49.1	47.0	55.0	55.3						
Medium Trucks:	52.9	51.1	46.5	44.4	52.4	52.7						
Heavy Trucks:	52.1	50.3	45.8	43.7	51.7	52.0						
Vehicle Noise.	58.5	56.7	52.1	50.1	58.0	58.3						

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	7	22	70	221
CNEL:	7	24	75	236

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Montecito Ranch Rd.

Road Segment: Project West Access to Montecito

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA		I	NOISE	MODE	L INPUTS	5	
Highway Data			9	Site Conditions (Hard = 10, Soft = 15)					
Average Daily	Traffic (Adt):	3,131 vehicles	3			Autos: 10			
Peak Hour	Percentage:	10%		Medium T	rucks (2	Axles):	10		
Peak H	our Volume:	313 vehicles	3	Heavy Tru	ıcks (3+	Axles):	10		
Vei	hicle Speed:	40 mph	1	/ehicle Mix					
Near/Far Lai	ne Distance:	12 feet	_	VehicleTyp	е	Day	Evening	Night	Daily
Site Data									
Rai	rier Height:	0.0 feet		Medium T	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	•	0.0		Heavy 7	Trucks:	80.0%	7.0%	13.0%	1.00%
Centerline Dis	,	100.0 feet		Joine Source F	Iovotio	na lin fe	204)		
Centerline Dist. to Observer: 110.0 feet			<u> </u>	Noise Source E		-	et)		
Barrier Distance to Observer: 10.0 feet				Auto Medium Truci		.000 .297			
Observer Height (	Above Pad):	5.0 feet			_	.006	Grade Adj	iustmant	
Pa	ad Elevation:	0.0 feet		Heavy Truck	15. 0	.000	Grade Adj	usunent	. 0.0
Roa	ad Elevation:	0.0 feet	L	.ane Equivaler	nt Distar	nce (in i	feet)		
H	Road Grade:	0.0%		Auto	os: 109	.950			
	Left View:	-90.0 degree	es	Medium Truci	ks: 109	.869			
	Right View:	90.0 degree	es	Heavy Truck	ks: 109	.877			
FHWA Noise Mode	el Calculation	s							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-6.59	-3.49	0.00		-1.04	0.0	00	0.000
Medium Trucks:	77.72	-20.35	-3.49	0.00		-1.15	0.0	00	0.000
Heavy Trucks:	82.99	-26.37	-3.49	0.00		-1.43	0.0	00	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	56.4	54.7	50.1	48.0	56.0	56.3				
Medium Trucks:	53.9	52.1	47.6	45.5	53.4	53.7				
Heavy Trucks:	53.1	51.4	46.8	44.7	52.7	53.0				
Vehicle Noise.	59.5	57.7	53.2	51.1	59.1	59.3				

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	28	88	280
CNEL:	9	30	95	299

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Montecito Ranch Rd. Job Number: 4568 Road Segment: Between Main Project Access Poi Analyst: A. Stalker

SITE	SPECIFIC IN	NPUT DATA		NOISE MODEL INPUTS						
Highway Data				Site Conditions	(Hard = 10, S	oft = 15)				
Average Daily	Traffic (Adt):	2,060 vehicles	3		Autos	: 10				
Peak Hour	Percentage:	10%		Medium Ti	rucks (2 Axles)	: 10				
Peak H	Hour Volume:	206 vehicles	3	Heavy Tru	cks (3+ Axles)	: 10				
Vehicle Speed: 40 mph Near/Far Lane Distance: 12 feet		40 mph	-	/ehicle Mix						
			VehicleType	e Day	Evening	Night	Daily			
Site Data				Autos: 80.0% 7.0% 13.0% 9						
Ra	rrier Height:	0.0 feet		Medium 7	rucks: 80.0%	6 7.0%	13.0%	4.00%		
Barrier Type (0-W	•	0.0		Heavy 7	rucks: 80.0%	<b>7.0%</b>	13.0%	1.00%		
Centerline Di	ist. to Barrier:	100.0 feet	1	Noise Source E	levations (in t	feet)				
Centerline Dist.	to Observer:	110.0 feet		Auto	os: 0.000					
Barrier Distance	to Observer:	10.0 feet		Medium Trucks: 2.297						
Observer Height	(Above Pad).	5.0 feet		Heavy Truck		Grade Adj	ustment	tment: 0.0		
P	ad Elevation:	0.0 feet		Trodvy Traci	0.000					
Ro	ad Elevation:	0.0 feet	I	.ane Equivalen	t Distance (in	feet)				
	Road Grade:	0.0%		Auto	s: 109.950					
	Left View:	-90.0 degree	es	Medium Truck	ks: 109.869					
	Right View:	90.0 degree	es	Heavy Truck	ks: 109.877					
FHWA Noise Mod	lel Calculation	ıs								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	en Ber	m Atten		
Autos:	66.51	-8.41	-3.49	0.00	-1.04	0.0	00	0.000		
Medium Trucks:	77.72	-22.17	-3.49	0.00	-1.15	0.0	00	0.000		

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.41	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-22.17	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-28.19	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	54.6	52.8	48.3	46.2	54.2	54.5				
Medium Trucks:	52.1	50.3	45.7	43.7	51.6	51.9				
Heavy Trucks:	51.3	49.6	45.0	42.9	50.9	51.2				
Vehicle Noise.	57.7	55.9	51.4	49.3	57.2	57.5				

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	6	18	58	184
CNEL:	6	20	62	197

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Ash St.

Road Segment: East Project Access - Pine St. (S

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	IPUT DATA			NO	ISE MODE	L INPUTS	5	
Highway Data				Site Cond	ditions (H	ard = 10, So	oft = 15)		
Average Daily	Traffic (Adt):	2,795 vehicles	3			Autos:	10		
Peak Hour	Percentage:	10%		Med	dium Truci	ks (2 Axles):	10		
Peak H	lour Volume:	280 vehicles	3	Hea	avy Trucks	s (3+ Axles):	10		
Ve	ehicle Speed:	40 mph		Vehicle N	/lix				
Near/Far La	ne Distance:	12 feet			cleType	Day	Evening	Night	Daily
Site Data									
Ba	rrier Height:	0.0 feet		Мє	edium Truc	cks: 80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0		H	leavy Truc	ks: 80.0%	7.0%	13.0%	1.00%
• • • •	ist. to Barrier.	100.0 feet		Noisa Sa	urco Elov	rations (in f	not)		
Centerline Dist. to Observer: 110.0 feet			140/36 30		•	eei)			
Barrier Distance	Barrier Distance to Observer: 10.0 feet			Autos: 0.000 Medium Trucks: 2.297					
Observer Height	Observer Height (Above Pad): 5.0 feet				y Trucks:	8.006	Grade Adj	ustmant	
Pad Elevation: 0.0 feet				Tieav	y Trucks.	0.000	Grade Adj	ustinoni.	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Equ	ıivalent D	istance (in	feet)		
	Road Grade:	0.0%		Autos: 109.950					
	Left View:	-90.0 degree	es	Medium Trucks: 109.869					
	Right View:	90.0 degree	es	Heav	y Trucks:	109.877			
FHWA Noise Mod	lel Calculation	S							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-7.08	-3	.49	0.00	-1.04	0.0	00	0.000
Medium Trucks:	77.72	-20.84	-3	49	0.00	-1.15	0.0	00	0.000
Heavy Trucks:	82.99	-26.86	-3	49	0.00	-1.43	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier atte	enuation)					
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq Ni	ght	Ldn	CI	VEL
Autos:	55	.9	54.2	49.6		47.5	55.5	;	55.8
Medium Trucks:	53	.4	51.6	47.1		45.0	52.9	)	53.2
Heavy Trucks:	52	6	50.9	46.3		44.2	52.2	<u> </u>	52.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	8	25	79	250
CNFI ·	8	27	84	267

57.2

52.7

58.6

50.6

58.9

Vehicle Noise:

59.0

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Ash St. Job Number: 4568 Road Segment: Pine St.(SR-78) - Elm St. Analyst: A. Stalker

SITE SPECIFIC I	NPUT DATA			NOISE MODE	<u>EL INPU</u> TS				
Highway Data		· ·	Site Conditions	(Hard = 10, S	oft = 15)				
Average Daily Traffic (Adt):	676 vehicle	S		Autos.	: 10				
Peak Hour Percentage:	10%		Medium Ti	rucks (2 Axles)	<i>l</i> es): 10				
Peak Hour Volume:	68 vehicle	S	Heavy Tru	cks (3+ Axles).	: 10				
Vehicle Speed:		Vehicle Mix							
Near/Far Lane Distance:	12 feet			Dov	Evening	Niaht	Doily		
Site Data			VehicleType	<i>Day</i> Autos: 80.0%		<i>Night</i> 13.0%	<i>Daily</i> 95.00%		
Site Data									
Barrier Height:	0.0 feet								
Barrier Type (0-Wall, 1-Berm):	0.0		Heavy T	rucks: 80.0%	6 7.0%	13.0%	1.00%		
Centerline Dist. to Barrier:	100.0 feet	Noise Source Elevations (in feet)							
Centerline Dist. to Observer:	110.0 feet		Auto		,				
Barrier Distance to Observer:	10.0 feet		Medium Truck						
Observer Height (Above Pad):	5.0 feet		Heavy Truck	-	Grade Adju	stment	: 0.0		
Pad Elevation:	0.0 feet								
Road Elevation:	0.0 feet	1	Lane Equivalen	t Distance (in	feet)				
Road Grade:	0.0%		Auto	os: 109.950					
Left View:	-90.0 degree	es	Medium Truck	ks: 109.869					
Right View:	90.0 degree	es	Heavy Truck	ks: 109.877					
FHWA Noise Model Calculation	18								
VehicleType REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten		
Autos: 66.5	-13.25	-3.4	9 0.00	-1.04	0.00	0	0.000		
Medium Trucks: 77.72	-27.01	-3.4	9 0.00	-1.15	0.00	00	0.000		
Heavy Trucks: 82.99	-33.03	-3.49	9 0.00	-1.43	0.00	00	0.000		
Unmitigated Noise Levels (with	nout Topo and	barrier atten	uation)						

Heavy Trucks:	82.99	-33.03	-3.49	0.00	<i>-1.4</i> 3 0.0	0.000
Unmitigated Nois	e Levels (withou	it Topo and barr	ier attenuation)			
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos	49.8	48.0	43.5	41.4	49.3	3 49.6
Medium Trucks.	47.2	45.5	40.9	38.8	46.8	3 47.1
Heavy Trucks:	46.5	44.7	40.2	38.1	46.0	46.3

Vehicle Noise:	52.8	51.1	46.5	44.4	52.4	52.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
		Ldn:	2	6	19	60			

2

6

20

CNEL:

65

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Montecito Rd.

Road Segment: Montecito Way - Davis St.

Job Number: 4568

Analyst: A. Stalker

SITE SPECIFIC INPUT DATA					NOISE	MODE	L INPUTS	5	
Highway Data				Site Conditions	(Hard	= 10, Sc	oft = 15)		
Average Daily Tra	affic (Adt):	5,560 vehicles	s			Autos:	10		
Peak Hour Pe		10%		Medium T	rucks (2	2 Axles):	10		
	ır Volume:	556 vehicles	S	Heavy Tru	ıcks (3+	Axles):	10		
Vehic	cle Speed:	40 mph			•				
Near/Far Lane	•	12 feet		Vehicle Mix					
	Distance.	12 1001		VehicleTyp	е	Day	Evening	Night	Daily
Site Data					Autos:	80.0%	7.0%	13.0%	95.00%
Barrie	er Height:	0.0 feet		Medium	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-Wall	•	0.0		Heavy 7	Trucks:	80.0%	7.0%	13.0%	1.00%
Centerline Dist.	to Barrier:	100.0 feet		Noise Source E	levatio	ns (in fa	not)		
Centerline Dist. to	Observer:	110.0 feet				0.000	,		
Barrier Distance to	Observer:	10.0 feet		Auto	-				
Observer Height (Ab	ove Pad):	5.0 feet		Medium Truci		2.297	O	(	. 0 0
= :	Elevation:	0.0 feet		Heavy Truc	ks:	8.006	Grade Adj	ustment	: 0.0
	Elevation:	0.0 feet		Lane Equivaler	nt Dista	nce (in t	feet)		
Ro	ad Grade:	0.0%		Auto	os: 10	9.950			
	Left View:	-90.0 degree	es	Medium Truc	ks: 10	9.869			
R	Right View:	90.0 degree		Heavy Truc	ks: 10	9.877			
FHWA Noise Model	Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-4.10	-3.4	9 0.00		-1.04	0.0	00	0.000

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-4.10	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-17.85	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-23.88	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Inmitigated Noise Levels (without Topo and barrier attenuation)								
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	58.9	57.2	52.6	50.5	58.5	58.8			
Medium Trucks:	56.4	54.6	50.1	48.0	55.9	56.2			
Heavy Trucks:	55.6	53.9	49.3	47.2	55.2	55.5			
Vehicle Noise:	62.0	60.2	55.7	53.6	61.5	61.8			

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	16	50	157	497
CNEL:	17	53	168	532

Scenario: Existing + Project Project Name: Montecito Ranch

Road Name: Montecito Rd.

Road Segment: Davis St. - Main St. (SR-67)

Job Number: 4568

Analyst: A. Stalker

SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily	Traffic (Adt):	7,942 vehicles	S			Auto	os: 10		
Peak Hou	r Percentage:	10%		Me	edium Truc	ks (2 Axle	s): 10		
Peak I	Hour Volume:	794 vehicles	S	He	avy Truck	s (3+ Axle	s): 10		
Ve	ehicle Speed:	40 mph		Vehicle	Mix				
Near/Far La	ane Distance:	12 feet			icleType	Day	v Evening	Night	Daily
Site Data					Au	tos: 80.0	7.0%	13.0%	95.00%
Ba	rrier Height:	0.0 feet		М	edium Tru	cks: 80.0	7.0%	13.0%	4.00%
Barrier Type (0-V	•	0.0			Heavy Tru	cks: 80.0	7.0%	13.0%	1.00%
Centerline Dist. to Barrier: 100.0 feet		Noise Source Elevations (in feet)							
Centerline Dist.	to Observer:	110.0 feet		110/30 0	Autos:	0.000	11001)		
Barrier Distance	to Observer:	10.0 feet		Modiu	m Trucks:	2.297			
Observer Height (Above Pad): 5.0 feet			vy Trucks:	8.006	Grade Ad	iustment	. 0 0		
Pad Elevation: 0.0 feet		1164	y Trucks.	0.000	Orado ria	jadamoni	. 0.0		
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)					
	Road Grade:	0.0%		Autos: 109.950					
	Left View:	-90.0 degree	es	Medium Trucks: 109.869					
	Right View:	90.0 degree	es	Heavy Trucks: 109.877					
FHWA Noise Mod	lel Calculation	S							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Bei	m Atten
Autos:	66.51	-2.55	-3	.49	0.00	-1.0	0.0	000	0.000
Medium Trucks:	77.72	-16.31	-3	.49	0.00	-1.1	5 0.0	000	0.000
Heavy Trucks:	82.99	-22.33	-3	.49	0.00	-1.4	13 0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier atte	enuation)					
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq Ni	ight	Ldn	C	NEL
Autos	60	5	58 7	54.2		52 1	60.0	1	60.3

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	60.5	58.7	54.2	52.1	60.0	60.3				
Medium Trucks:	57.9	56.2	51.6	49.5	57.5	57.8				
Heavy Trucks:	57.2	55.4	50.9	48.8	56.7	57.0				
Vehicle Noise:	63.5	61.8	57.2	55.1	63.1	63.4				

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	22	71	224	710					
CNFI ·	24	76	240	759					

Scenario: Existing + Project + Cumulative

Road Name: SR-78

Road Segment: Ash St. - Haverford Rd.

Project Name: Montecito Ranch

SITE SPECIFIC IN	IPUT DATA	NOISE MODEL INPUTS					
Highway Data		Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt):	14,485 vehicles	Autos: 10					
Peak Hour Percentage:	10%	Medium Trucks (2 Axles): 10					
Peak Hour Volume:	1,448 vehicles	Heavy Trucks (3+ Axles): 10					
Vehicle Speed:	40 mph	Vehicle Mix					
Near/Far Lane Distance:	12 feet	VehicleType Day Evening Night Daily					
Site Data		Autos: 80.0% 7.0% 13.0% 94.00					
Barrier Height:	0.0 feet	Medium Trucks: 80.0% 7.0% 13.0% 4.00					
Barrier Type (0-Wall, 1-Berm):	0.0	Heavy Trucks: 80.0% 7.0% 13.0% 2.00					
Centerline Dist. to Barrier:	100.0 feet	Noise Source Elevations (in feet)					
Centerline Dist. to Observer:	110.0 feet	Autos: 0.000					
Barrier Distance to Observer:	10.0 feet	Medium Trucks: 2.297					
Observer Height (Above Pad):	5.0 feet	Heavy Trucks: 8.006 Grade Adjustment: 0.0					
Pad Elevation:	0.0 feet	Treavy Trucks. 0.000 Crade Hajasanena 0.0					
Road Elevation:	0.0 feet	Lane Equivalent Distance (in feet)					
Road Grade:	0.0%	Autos: 109.950					
Left View:	-90.0 degrees	Medium Trucks: 109.869					
Right View:	90.0 degrees	Heavy Trucks: 109.877					

FHWA Noise Model	Calculations
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VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.01	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-13.70	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-16.71	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	63.0	61.3	56.7	54.6	62.6	62.9			
Medium Trucks:	60.5	58.8	54.2	52.1	60.1	60.4			
Heavy Trucks:	62.8	61.0	56.5	54.4	62.4	62.7			
Vehicle Noise.	67.0	65.3	60.7	58.6	66.6	66.9			

Centerline Distance to	Noise (	Contour (	in feet	)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	50	159	502	1,587
CNEL:	54	170	537	1,698

Scenario: Existing + Project + Cumulative

Road Name: SR-78

Road Segment: Ash St. - Olive St.

Project Name: Montecito Ranch

SITE	SPECIFIC IN	NPUT DATA		NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily	Traffic (Adt):	19,100 vehicles				Autos:	10		
Peak Hou	r Percentage:	10%		Medium T	rucks (	2 Axles):	10		
Peak I	Hour Volume:	1,910 vehicles		Heavy Tru	ıcks (3	+ Axles):	10		
V	ehicle Speed:	40 mph		Vehicle Mix					
Near/Far La	ane Distance:	12 feet			•	Day	Fuening	Niaht	Doilu
				VehicleTyp		Day	Evening	Night	Daily
Site Data					Autos:	80.0%	7.0%	13.0%	
Ва	arrier Height:	0.0 feet		Medium T	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	Wall, 1-Berm):	0.0		Heavy T	Trucks:	80.0%	7.0%	13.0%	2.00%
Centerline D	ist. to Barrier:	100.0 feet		Noise Source E	levatio	ons (in fe	eet)		
Centerline Dist	to Observer.	110.0 feet		Auto		0.000	- 7		
Barrier Distance	e to Observer:	10.0 feet		Medium Truci		2.297			
Observer Height	(Above Pad):	5.0 feet		Heavy Truck		8.006	Grade Ad	iustment	. 0 0
F	Pad Elevation:	0.0 feet		Tieavy Truci	١٥.	0.000	Crado riaj	GOUTTOTT.	0.0
Ro	oad Elevation:	0.0 feet		Lane Equivalen	t Dista	ance (in f	feet)		
	Road Grade:	0.0%		Auto	os: 10	9.950			
	Left View:	-90.0 degree	S	Medium Truci	ks: 10	9.869			
	Right View:	90.0 degree		Heavy Truck	ks: 10	9.877			
FHWA Noise Mod	del Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	esnel	Barrier Att	en Ber	m Atten

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.22	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-12.50	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-15.51	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	64.2	62.5	57.9	55.8	63.8	64.1				
Medium Trucks:	61.7	60.0	55.4	53.3	61.3	61.6				
Heavy Trucks:	64.0	62.2	57.7	55.6	63.6	63.9				
Vehicle Noise:	68.2	66.5	61.9	59.8	67.8	68.1				

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	209	662	2,093
CNEL:	71	224	708	2,239

Scenario: Existing + Project + Cumulative

Road Name: SR-78

Road Segment: Olive St. - Main St. (SR-67)

Project Name: Montecito Ranch

SITE S	PECIFIC IN	IPUT DATA		NOISE MODEL INPUTS					
Highway Data			9	Site Conditions (Hard = 10, Soft = 15)					
Average Daily T	raffic (Adt): 1	19,130 vehicles	3		Autos:	10			
Peak Hour F	Percentage:	10%		Medium Tr	ucks (2 Axles).	: 10			
Peak Ho	our Volume:	1,913 vehicles	3	Heavy Tru	cks (3+ Axles).	: 10			
Veh	icle Speed:	40 mph	1	/ehicle Mix					
Near/Far Lan	e Distance:	12 feet	_	VehicleType	e Day	Evening	Night	Daily	
Site Data					Autos: 80.0%	_	13.0%	_	
Rarr	ier Height:	0.0 feet		Medium T	rucks: 80.0%	7.0%	13.0%	4.00%	
Barrier Type (0-Wa	•	0.0		Heavy T	rucks: 80.0%	7.0%	13.0%	2.00%	
Centerline Dist	t. to Barrier:	100.0 feet	^	Noise Source Elevations (in feet)					
Centerline Dist. to	o Observer:	110.0 feet	Autos: 0.000						
Barrier Distance to	o Observer:	10.0 feet		Medium Truck					
Observer Height (A	Nbove Pad):	5.0 feet		Heavy Truck		Grade Adju	stment	. 0 0	
Pad	d Elevation:	0.0 feet		Ticavy Truck	0.000	- Craac riaja	0	. 0.0	
Road	d Elevation:	0.0 feet	L	ane Equivalen	t Distance (in	feet)			
R	oad Grade:	0.0%		Auto	s: 109.950				
	Left View:	-90.0 degree	es	Medium Truck	s: 109.869				
	Right View:	90.0 degree	es	Heavy Truck	s: 109.877				
FHWA Noise Mode	l Calculation	s							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten	
Autos:	66.51	1.22	-3.49	0.00	-1.04	0.00	00	0.000	
Medium Trucks:	77.72	-12.49	-3.49	0.00	-1.15	0.00	00	0.000	

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.22	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-12.49	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-15.50	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.2	62.5	57.9	55.8	63.8	64.1			
Medium Trucks:	61.7	60.0	55.4	53.3	61.3	61.6			
Heavy Trucks:	64.0	62.2	57.7	55.6	63.6	63.9			
Vehicle Noise.	68.2	66.5	61.9	59.8	67.8	68.1			

Centerline Distance to Noise Contour (in feet)
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	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	210	663	2,096
CNEL:	71	224	709	2,242

Scenario: Existing + Project + Cumulative Project Name: N

Road Name: 10th St.

Road Segment: Main St. (SR-67) - H St.

Project Name: Montecito Ranch

SITE	SPECIFIC IN	IPUT DATA		N	IOISE MC	DE	L INPUT	S		
Highway Data				Site Conditions	(Hard = 10	), Sc	oft = 15)			
Average Daily	Traffic (Adt):	18,710 vehicles	;		Au	tos:	10			
Peak Hour	Percentage:	10%		Medium Tr	ucks (2 Axi	les):	10			
Peak H	lour Volume:	1,871 vehicles	;	Heavy Tru	cks (3+ Axi	es):	10			
Ve	hicle Speed:	40 mph		Vehicle Mix						
Near/Far La	ne Distance:	12 feet		VehicleType	e Da	ay	Evening	Night	Daily	
Site Data						0.0%	7.0%	13.0%	95.00%	
Rai	rrier Height:	0.0 feet		Medium T	rucks: 80	0.0%	7.0%	13.0%	4.00%	
Barrier Type (0-W	•	0.0		Heavy T	rucks: 80	0.0%	7.0%	13.0%	1.00%	
Centerline Dist. to Barrier: 100.0 feet				Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 110.0 feet				Auto			<i></i>			
Barrier Distance	to Observer:	10.0 feet		Medium Truck						
Observer Height (	(Above Pad):	5.0 feet		Heavy Truck		-	Grade Ad	iustment	. 0 0	
Pa	ad Elevation:	0.0 feet		Tieavy Truck	3. 0.00		Crado riaj		. 0.0	
Roa	ad Elevation:	0.0 feet	I	Lane Equivalent Distance (in feet)						
1	Road Grade:	0.0%		Auto	s: 109.95	0				
	Left View:	-90.0 degree	s	Medium Truck	s: 109.86	9				
	Right View:	90.0 degree	s	Heavy Truck	s: 109.87	7				
FHWA Noise Mode	el Calculation	s								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel		Barrier Att	en Ber	m Atten	
Autos:	66.51	1.17	-3.49	0.00	-1	.04	0.0	000	0.000	
Medium Trucks:	77.72	-12.58	-3.49	0.00	-1	.15	0.0	000	0.000	
Heavy Trucks:	82.99	-18.61	-3.49	0.00	-1	.43	0.0	000	0.000	

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos	64.2	62.4	57.9	55.8	63.8	64.0				
Medium Trucks	: 61.6	59.9	55.3	53.2	61.2	61.5				
Heavy Trucks.	60.9	59.1	54.6	52.5	60.5	60.8				
Vehicle Noise	67.3	65.5	60.9	58.9	66.8	67.1				

Centerline Distance to Noise Contour (in feet)								
	70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:	53	167	529	1,672				
CNEL:	57	179	566	1,789				

Scenario: Existing + Project + Cumulative

Road Name: Main St. (SR-78) Road Segment: 7th St. - 3rd St. Project Name: Montecito Ranch

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data			Si	ite Conditions (	(Hard = 10,	Soft = 15)			
Average Daily Traffic (Adi	): 30,680 vehic	les			Auto	s: 10			
Peak Hour Percentage	e: 10%			Medium Tru	icks (2 Axles	:): 10			
Peak Hour Volume	e: 3,068 vehic	les		Heavy Truc	ks (3+ Axles	:): 10			
Vehicle Speed	<i>l</i> : 55 mph		W	ehicle Mix					
Near/Far Lane Distance	e: 12 feet			VehicleType	Day	Evening	Night	Daily	
Site Data					utos: 80.0		13.0%	•	
Barrier Heigh	t: 0.0 feet			Medium Tr			13.0%		
Barrier Type (0-Wall, 1-Berm				Heavy Tr	ucks: 80.0	% 7.0%	13.0%	2.00%	
Centerline Dist. to Barrie			N	oise Source Ele	avations (in	foot)			
Centerline Dist. to Observer: 110.0 feet				Autos	-	<i>Teety</i>			
Barrier Distance to Observe	r: 10.0 feet			Medium Trucks					
Observer Height (Above Pad	). 5.0 feet			Heavy Trucks		Grade Ad	liustment	. 0 0	
Pad Elevation	o.0 feet			Heavy Hucks	5. 0.000	Orace Au	justinoni	. 0.0	
Road Elevation	o.0 feet		Lá	ane Equivalent	Distance (i	n feet)			
Road Grade	e: 0.0%			Autos	: 109.950				
Left View	/: -90.0 degr	ees		Medium Trucks	: 109.869				
Right View	/: 90.0 degr	ees		Heavy Trucks	2: 109.877				
FHWA Noise Model Calculat	ions								
VehicleType REMEL	Traffic Flow	Di	stance	Finite Road	Fresnel	Barrier Att	en Ber	m Atten	
Autos: 71	78 1.8	9	-3.49	0.00	-1.0	4 0.0	000	0.000	
Medium Trucks: 82	40 -11.8	2	-3.49	0.00	-1.1	5 0.0	000	0.000	
Heavy Trucks: 86	40 -14.8	3	-3.49	0.00	-1.4	3 0.0	000	0.000	

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	70.2	68.4	63.9	61.8	69.7	70.0				
Medium Trucks:	67.1	65.3	60.8	58.7	66.7	67.0				
Heavy Trucks:	68.1	66.3	61.8	59.7	67.6	67.9				
Vehicle Noise:	73.4	71.7	67.1	65.0	73.0	73.3				

Centerline Distance to Noise Contour (in feet)								
	70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:	219	691	2,185	6,911				
CNFI ·	234	739	2 338	7 393				

Scenario: Existing + Project + Cumulative Project Name: Montecito Ranch

Road Name: Main St. (SR-67)

Road Segment: 10th St. - Montecito Rd.

Job Number: 4568

Analyst: A. Stalker

SITE	SPECIFIC IN	NPUT DATA			NC	DISE MODE	EL INPUT	S		
Highway Data				Site Cor	nditions (F	Hard = 10, S	oft = 15)			
Average Daily	Traffic (Adt):	37,292 vehicles	3			Autos	: 10			
Peak Hour	Percentage:	10%		Me	edium Truc	cks (2 Axles)	: 10			
Peak H	Hour Volume:	3,729 vehicles	3	Heavy Trucks (3+ Axles): 10						
Ve	ehicle Speed:	55 mph		Vehicle Mix						
Near/Far La	Near/Far Lane Distance: 12 feet				nicleType	Day	Evening	Night	Daily	
Site Data						itos: 80.0%	-	13.0%	_	
Ba	rrier Height:	0.0 feet		M	ledium Tru	cks: 80.0%	6 7.0%	13.0%	4.00%	
Barrier Type (0-V		0.0			Heavy Tru	cks: 80.0%	6 7.0%	13.0%	2.00%	
Centerline Di	ist. to Barrier:	100.0 feet		Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 110.0 feet				Autos: 0.000						
Barrier Distance	to Observer:	10.0 feet		Medium Trucks: 2.297						
Observer Height	(Above Pad).	5.0 feet		Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Р	ad Elevation:	0.0 feet					•			
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)						
	Road Grade:	0.0%			Autos:	109.950				
	Left View:	-90.0 degree	es	Mediu	m Trucks:	109.869				
	Right View:	90.0 degree	es	Hea	vy Trucks:	109.877				
FHWA Noise Mod	lel Calculation	18								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	ten Ber	m Atten	
Autos:	71.78	2.74	-3.4	19	0.00	-1.04	0.0	000	0.000	
Medium Trucks:	82.40	-10.97	-3.4	19	0.00	-1.15	0.0	000	0.000	
Heavy Trucks:	86.40	-13.98	-3.4	19	0.00	-1.43	0.0	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrier atte	nuation)						
VehicleType	Log Poak Ho	Log Day	LogE	Vonina	Loa M	liaht	l dn		NIEI	

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos	71.0	69.3	64.7	62.6	70.6	70.9				
Medium Trucks.	67.9	66.2	61.6	59.5	67.5	67.8				
Heavy Trucks:	68.9	67.2	62.6	60.5	68.5	68.8				
Vehicle Noise.	74.3	72.5	67.9	65.9	73.8	74.1				

Centerline Distance to Noise Contour (in feet)								
	70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:	266	840	2,656	8,400				
CNEL:	284	899	2,842	8,986				

Scenario: Existing + Project + Cumulative

Road Name: Main St. (SR-67)

Road Segment: Montecito Rd. - Hunter St.

Project Name: Montecito Ranch

SITE SPECIFIC IN	NPUT DATA		N	OISE	MODE	L INPUT	S	
Highway Data		S	ite Conditions (	Hard:	= 10, So	ft = 15)		
Average Daily Traffic (Adt): Peak Hour Percentage: Peak Hour Volume:	36,092 vehicles 10% 3,609 vehicles		Medium Tru Heavy Truc	•	•	10 10 10		
Vehicle Speed: Near/Far Lane Distance:	55 mph 12 feet	V	<b>'ehicle Mix</b> VehicleType		Day	Evening	Night	Daily
Site Data				utos:	80.0%	7.0%	13.0%	94.00%
<b>Barrier Height:</b> Barrier Type (0-Wall, 1-Berm):	<b>0.0 feet</b> 0.0		Medium Tro Heavy Tro		80.0% 80.0%		13.0% 13.0%	4.00% 2.00%
Centerline Dist. to Barrier: Centerline Dist. to Observer: Barrier Distance to Observer: Observer Height (Above Pad): Pad Elevation:	100.0 feet 110.0 feet 10.0 feet 5.0 feet 0.0 feet	Λ	<b>loise Source Ele</b> Autos Medium Trucks Heavy Trucks	: C	0.000 2.297	e <b>et)</b> Grade Adj	iustment	: 0.0
Road Elevation: Road Grade: Left View: Right View:	0.0 feet 0.0% -90.0 degrees 90.0 degrees	,	<b>ane Equivalent</b> Autos Medium Trucks Heavy Trucks	: 109 : 109	<b>nce (in f</b> 9.950 9.869 9.877	eet)		
FHWA Noise Model Calculation		Distance	Einita Poad			Parriar AH		m Atton

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	71.78	2.60	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	82.40	-11.11	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	86.40	-14.12	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)												
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL							
Autos:	70.9	69.1	64.6	62.5	70.4	70.7							
Medium Trucks:	67.8	66.0	61.5	59.4	67.4	67.7							
Heavy Trucks:	68.8	67.0	62.5	60.4	68.3	68.6							
Vehicle Noise:	74.1	72.4	67.8	65.7	73.7	74.0							

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	257	813	2,571	8,130
CNEL:	275	870	2,750	8,697

Scenario: Existing + Project + Cumulative

Road Name: Main St. (SR-67)

Road Segment: Hunter St.-Boundary Rd.

Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

SITE	SPECIFIC IN	NPUT DATA		<u> </u>	IOISE	MODE	L INPUTS	S	
Highway Data				Site Conditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	36,338 vehicles	S			Autos:	10		
Peak Hou	r Percentage:	10%		Medium Tr	ucks (2	2 Axles):	10		
Peak I	Hour Volume:	3,634 vehicles	S	Heavy Tru	cks (3+	+ Axles):	10		
Ve	ehicle Speed:	40 mph		Vehicle Mix					
Near/Far La	ane Distance:	12 feet		VehicleType Day Evenir				Night	Daily
Site Data					Autos:	80.0%		13.0%	
Ra	arrier Height:	0.0 feet		Medium T	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	_	0.0		Heavy T	rucks:	80.0%	7.0%	13.0%	2.00%
• • •	ist. to Barrier.	100.0 feet		Noise Source E	levatio	ns (in fe	oot)		
Centerline Dist	to Observer:	110.0 feet		Auto		0.000	,,,,		
Barrier Distance	to Observer:	10.0 feet		Medium Truck		2.297			
Observer Height	(Above Pad):	5.0 feet		Heavy Truck		8.006	Grade Adj	iustment	. 0 0
F	Pad Elevation:	0.0 feet		Tieavy Truck	.S. (	0.000	Orado Maj	dourione	. 0.0
Ro	oad Elevation:	0.0 feet		Lane Equivalen	t Dista	nce (in t	feet)		
	Road Grade:	0.0%		Auto	s: 10	9.950			
	Left View:	-90.0 degree	es	Medium Truck	rs: 10	9.869			
	Right View:	90.0 degree	es	Heavy Truck	s: 10	9.877			
FHWA Noise Mod	del Calculation	18							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.01	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-9.70	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-12.71	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenuation)													
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL								
Autos:	67.0	65.3	60.7	58.6	66.6	66.9								
Medium Trucks:	64.5	62.8	58.2	56.1	64.1	64.4								
Heavy Trucks:	66.8	65.0	60.5	58.4	66.4	66.6								
Vehicle Noise.	71.0	69.3	64.7	62.6	70.6	70.9								

Centerline Distance to Noise Contour (in feet)											
	70 dBA	65 dBA	60 dBA	55 dBA							
I dn:	126	308	1 250	3 082							

1,259 Ldn: 126 398 3,982 CNEL: 135 426 1,347 4,260

Scenario: Existing + Project + Cumulative

Road Name: Main St. (SR-67)
Road Segment: Boundary Rd. - Highland Valley R

Project Name: Montecito Ranch

SITE SPECIFI	C INPU	JT DATA			NOISE	MODE	L INPUTS	S		
Highway Data			9	Site Condition	ns (Haro	l = 10, Sc	oft = 15)			
Average Daily Traffic (A	dt): 36,	338 vehicles	;			Autos:	10			
Peak Hour Percenta	ge:	10%		Medium Trucks (2 Axles): 10						
Peak Hour Volur	ne: 3,0	634 vehicles	i	Heavy Trucks (3+ Axles): 10						
Vehicle Spe	ed:	40 mph	1	/ehicle Mix						
Near/Far Lane Distance:		12 feet		VehicleTy	/pe	Day	Evening	Night	Daily	
Site Data					Autos:		-	13.0%	94.00%	
Barrier Heig	ht:	0.0 feet		Mediun	Trucks:	80.0%	7.0%	13.0%	4.00%	
Barrier Type (0-Wall, 1-Ber		0.0		Heavy	Trucks:	80.0%	7.0%	13.0%	2.00%	
Centerline Dist. to Barr	ier: 1	00.0 feet	^	loise Source	Elevation	ons (in fe	eet)			
Centerline Dist. to Observer: 110.0 feet				Autos: 0.000						
Barrier Distance to Observ	ver:	10.0 feet		Medium Tru		2.297				
Observer Height (Above Pa	nd):	5.0 feet		Heavy Tru		8.006	Grade Adj	ustment	. 0 0	
Pad Elevati	on:	0.0 feet		Tiodvy Tra	ono.	0.000				
Road Elevati	on:	0.0 feet	L	Lane Equivalent Distance (in feet)						
Road Gra	de:	0.0%		Autos: 109.950						
Left Vie	ew: -	90.0 degree	s	Medium Tru	cks: 10	9.869				
Right Vi	ew:	90.0 degree	S	Heavy Tru	cks: 10	9.877				
FHWA Noise Model Calcula	ations									
VehicleType REME	L Ti	raffic Flow	Distance	Finite Road	f Fre	esnel	Barrier Atte	en Ber	m Atten	
Autos: 6	6.51	4.01	-3.49	0.0	00	-1.04	0.0	00	0.000	
Medium Trucks: 7	7.72	-9.70	-3.49	0.0	0	-1.15	0.0	00	0.000	
Heavy Trucks: 8	2.99	-12.71	-3.49	0.0	00	-1.43	0.0	00	0.000	

-													
Unmitigated Noise Levels (without Topo and barrier attenuation)													
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL							
Autos:	67.0	65.3	60.7	58.6	66.6	66.9							
Medium Trucks:	64.5	62.8	58.2	56.1	64.1	64.4							
Heavy Trucks:	66.8	65.0	60.5	58.4	66.4	66.6							
Vehicle Noise.	71.0	69.3	64.7	62.6	70.6	70.9							

Centerline Distance to Noise Contour (in feet)											
	70 dBA	65 dBA	60 dBA	55 dBA							
Ldn:	126	398	1,259	3,982							
CNEL:	135	426	1 3/17	4.260							

Scenario: Existing + Project + Cumulative

Road Name: Main St. (SR-67)
Road Segment: Highland Valley Rd.- Archie Moor

Project Name: Montecito Ranch

SITE :	SPECIFIC IN	IPUT DATA		NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	34,456 vehicles	;				Autos:	10		
Peak Hour	Percentage:	10%			Medium Tr	ucks (2	2 Axles):	10		
	lour Volume:	3,446 vehicles	;		Heavy Tru	cks (3+	- Axles):	10		
Vehicle Speed: 40 mph				Val	hicle Mix					
Near/Far La	ne Distance:	12 feet		VCI	VehicleType	9	Day	Evening	Night	Daily
Site Data						Autos:	80.0%	_	13.0%	
Rai	rrier Height:	0.0 feet			Medium T	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	•	0.0			Heavy T	rucks:	80.0%	7.0%	13.0%	2.00%
Centerline Dis	st. to Barrier.	100.0 feet		No	ise Source E	levatio	ns (in fe	eet)		
Centerline Dist.	to Observer:	110.0 feet			Auto		0.000			
Barrier Distance	to Observer:	10.0 feet		,	лию Medium Truck		2.297			
Observer Height (	Above Pad):	5.0 feet		,			3.006	Grade Adj	ustmant	. 0 0
Pa	ad Elevation:	0.0 feet			Heavy Truck	S. (	5.000	Grade Adj	usuneni	. 0.0
Roa	ad Elevation:	0.0 feet		Lai	ne Equivalen	t Dista	nce (in i	feet)		
ı	Road Grade:	0.0%			Auto	s: 10	9.950			
	Left View:	-90.0 degree	s	1	Medium Truck	s: 10	9.869			
	Right View:	90.0 degree			Heavy Truck	s: 10	9.877			
FHWA Noise Mode	el Calculation	ıs								
VehicleType	REMEL	Traffic Flow	Distance		Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten
Autos:	66.51	3.78	-3.4	19	0.00		-1.04	0.0	00	0.000
Medium Trucks:	77.72	-9.93	-3.4	19	0.00		-1.15	0.0	00	0.000
Heavy Trucks	82 99	-12 94	-3 4	10	0.00		-1 43	0.0	00	0.000

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.78	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-9.93	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-12.94	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.8	65.0	60.5	58.4	66.4	66.7			
Medium Trucks:	64.3	62.5	58.0	55.9	63.9	64.1			
Heavy Trucks:	66.6	64.8	60.2	58.2	66.1	66.4			
Vehicle Noise:	70.8	69.0	64.5	62.4	70.4	70.6			

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	119	378	1,194	3,776						
CNFI ·	128	404	1 277	<i>4</i> 039						

Scenario: Existing + Project + Cumulative

Road Name: Main St. (SR-67)

Road Segment: Archie Moore Rd. - Poway Rd

Project Name: Montecito Ranch

SITE	SPECIFIC IN	NPUT DATA			NOISE	MODE	L INPUT	S	
Highway Data				Site Conditions	(Hard	l = 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	35,686 vehicles	3			Autos:	10		
Peak Hou	Percentage:	10%		Medium T	rucks (	2 Axles):	10		
	Hour Volume:	3,569 vehicles	3	Heavy Tru	ıcks (3-	+ Axles):	10		
Ve	ehicle Speed:	40 mph		Vehicle Mix					
Near/Far La	ane Distance:	12 feet			_	D	<b>F</b>	N I: I- (	Daile
				VehicleTyp	е	Day	Evening	Night	Daily
Site Data					Autos:	80.0%	7.0%	13.0%	94.00%
Ва	rrier Height:	0.0 feet		Medium 7	Trucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	_	0.0		Heavy T	Trucks:	80.0%	7.0%	13.0%	2.00%
Centerline D	ist. to Barrier:	100.0 feet		Noise Source E	Elevatio	ons (in fe	eet)		
Centerline Dist.	to Observer:	110.0 feet		Auto		0.000			
Barrier Distance	to Observer:	10.0 feet		Medium Truci	_	2.297			
Observer Height	(Above Pad).	5.0 feet		Heavy Truck		8.006	Grade Ad	iustment	0.0
F	ad Elevation:	0.0 feet		Tieavy Truci	۸S.	0.000	Orado riaj	jadariorit.	0.0
Ro	ad Elevation:	0.0 feet		Lane Equivaler	nt Dista	ance (in f	feet)		
	Road Grade:	0.0%		Auto	os: 10	9.950			
	Left View:	-90.0 degree	es	Medium Truci	ks: 10	9.869			
	Right View:	90.0 degree		Heavy Truci	ks: 10	9.877			
FHWA Noise Mod	lel Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	esnel	Barrier Att	en Ber	m Atten
	00.54	0.00	^	0.00		4.04		200	0.000

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.93	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-9.78	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-12.79	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	67.0	65.2	60.6	58.5	66.5	66.8				
Medium Trucks:	64.4	62.7	58.1	56.0	64.0	64.3				
Heavy Trucks:	66.7	65.0	60.4	58.3	66.3	66.6				
Vehicle Noise:	70.9	69.2	64.6	62.5	70.5	70.8				

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	124	391	1,237	3,910
CNEL:	132	418	1,323	4,183

Scenario: Existing + Project + Cumulative

Road Name: Montecito Way

Road Segment: Montecito Ranch Rd - Montecito

Project Name: Montecito Ranch

SITE	SPECIFIC IN	NPUT DATA		NOISE MODEL INPUTS					
Highway Data				Site Conditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	3,131 vehicle	S			Autos:	10		
Peak Hou	r Percentage:	10%		Medium Tı	ucks (2	2 Axles):	10		
Peak I	Hour Volume:	313 vehicle	s	Heavy Tru	cks (3+	+ Axles):	10		
Ve	ehicle Speed:	40 mph		Vehicle Mix					
Near/Far La	ane Distance:	12 feet		Vehicle Type	Э	Day	Evening	Night	Daily
Site Data					Autos:	80.0%	7.0%	13.0%	95.00%
Ra	arrier Height:	0.0 feet		Medium 7	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-V	_	0.0		Heavy T	rucks:	80.0%	7.0%	13.0%	1.00%
• • •	ist. to Barrier.	100.0 feet		Noise Source E	levatio	ns (in fa	2 <i>et</i> )		
Centerline Dist.	to Observer:	110.0 feet		Auto		0.000	,,,,		
Barrier Distance	to Observer:	10.0 feet		Medium Truck		2.297			
Observer Height	(Above Pad):	5.0 feet		Heavy Truck		8.006	Grade Ad	iustment	. 0 0
F	Pad Elevation:	0.0 feet		Tieavy Truck		0.000	Orado riaj	- GOUTTOTTE	. 0.0
Ro	oad Elevation:	0.0 feet		Lane Equivalen	t Dista	nce (in i	feet)		
	Road Grade:	0.0%		Auto	s: 10	9.950			
	Left View:	-90.0 degree	es	Medium Truck	ks: 10	9.869			
	Right View:	90.0 degree	es	Heavy Truck	rs: 10	9.877			
FHWA Noise Mod	lel Calculation	18							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fre	snel	Barrier Att	en Ber	m Atten

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-6.59	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-20.35	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-26.37	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	56.4	54.7	50.1	48.0	56.0	56.3			
Medium Trucks:	53.9	52.1	47.6	45.5	53.4	53.7			
Heavy Trucks:	53.1	51.4	46.8	44.7	52.7	53.0			
Vehicle Noise:	59.5	57.7	53.2	51.1	59.1	59.3			

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	28	88	280
CNEL:	9	30	95	299

Scenario: Existing + Project + Cumulative Project Na.

Road Name: Montecito Way

Road Segment: Montecito Rd.- Main St. (SR-67)

Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt):	2,472 vehicle	S		Autos	: 10				
Peak Hour	Percentage:	10%		Medium Trucks (2 Axles): 10						
Peak H	247 vehicles		Heavy Trucks (3+ Axles): 10							
Ve	ehicle Speed:	40 mph 12 feet		Vehicle Mix						
Near/Far La	ne Distance:			VehicleType Day Evening Night Dail						
Site Data					Autos: 80.0%	_	13.0%			
Ra	rrier Height:	0.0 feet		Medium 1	rucks: 80.0%	6 7.0%	13.0%	4.00%		
Barrier Type (0-W	•	0.0		Heavy 7	rucks: 80.0%	6 7.0%	13.0%	1.00%		
Centerline Dist. to Barrier: 100.0 feet			Noise Source Elevations (in feet)							
Centerline Dist. to Observer: 110		110.0 feet		Autos: 0.000						
Barrier Distance	to Observer:	10.0 feet		Medium Truck						
Observer Height	(Above Pad):	5.0 feet		Heavy Truck						
P	ad Elevation:	0.0 feet		,						
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)						
	Road Grade:	0.0%		Auto	s: 109.950					
	Left View:	-90.0 degrees		Medium Trucks: 109.869						
	Right View:	90.0 degree		Heavy Truck	s: 109.877					
FHWA Noise Mod	lel Calculation	ıs								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atte	n Ber	m Atten		
Autos:	66.51	-7.62	-3.4	9 0.00	-1.04	0.00	00	0.000		
Medium Trucks:	77.72	-21.37	-3.4	9 0.00	-1.15	0.00	00	0.000		

Heavy Trucks.	82.99	-27.40	-3.49	0.00	-1.43 0.0	0.000
Unmitigated Nois	e Levels (without	t Topo and barri	ier attenuation)			
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos	55.4	53.6	49.1	47.0	55.0	55.3
Medium Trucks	52.9	51.1	46.5	44.4	52.4	4 52.7
Heavy Trucks.	52.1	50.3	45.8	43.7	7 51.	7 52.0

Vehicle Noise:	58.5 56.7	52.1	50.1	58.0	58.3	
Centerline Distance to Noise Contour (in feet)						
		70 dBA	65 dBA	60 dBA	55 dBA	
	Ldn:	7	22	70	221	

7

24

75

236

Scenario: Existing + Project + Cumulative Project

Road Name: Montecito Ranch Rd.

Road Segment: Project West Access to Montecito

Project Name: Montecito Ranch

SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS							
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	2,531 vehicles	3	Autos: 10						
Peak Hour	Peak Hour Percentage: 10%				Medium Tru	ucks (2 A	Axles):	10		
Peak H	Hour Volume:	253 vehicles	3	Heavy Trucks (3+ Axles): 10						
Ve	ehicle Speed:	40 mph		Vehic	lo Miv					
Near/Far La	nne Distance:	12 feet	-		ehicleType	,	Day	Evening	Night	Daily
Site Data						Autos:	80.0%	7.0%	13.0%	95.00%
Ba	rrier Height:	0.0 feet			Medium Ti	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	_	0.0			Heavy Ti	rucks:	80.0%	7.0%	13.0%	1.00%
Centerline Di	100.0 feet		Noise	Source El	evation	s (in fe	eet)			
Centerline Dist.	110.0 feet	Autos: 0.000								
Barrier Distance to Observer:		10.0 feet		Medium Trucks: 2.297						
Observer Height (Above Pad):		5.0 feet			eavy Truck		207	Grade Adi	iustment	. 0 0
P	ad Elevation:	0.0 feet	Heavy Trucks: 8.006 Grade Adjustment: 0.0							
Ro	ad Elevation:	0.0 feet	Lane Equivalent Distance (in feet)							
	Road Grade:	0.0%		Autos: 109.950						
	Left View:	-90.0 degrees		Medium Trucks: 109.869						
	Right View:	90.0 degree	es	He	eavy Truck	s: 109.	877			
FHWA Noise Mod	lel Calculation	IS								
VehicleType	REMEL	Traffic Flow	Distance	Fin	ite Road	Fresr	el	Barrier Atte	en Ber	m Atten
Autos:	66.51	-7.52	-3.4	19	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	77.72 -21.27		19	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-27.29	-3.4	19	0.00		-1.43	0.0	000	0.000
Unmitigated Nois	Unmitigated Noise Levels (without Topo and barrier attenua									
VehicleType	Leq Peak Hou	ur Leq Day	Leq E	vening	g Leg	Night		Ldn	C	VEL

Unimitigated Nois	e Leveis (Withot	it Topo and barr	ier attenuation)			
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	53.7	49.2	47.1	55.1	55.4
Medium Trucks:	53.0	51.2	46.6	44.6	52.5	52.8
Heavy Trucks:	52.2	50.5	45.9	43.8	51.8	52.1
Vehicle Noise:	58.6	56.8	52.2	50.2	58.1	58.4

Centerline Distance to Noise Contour (in feet)									
	70 dBA	65 dBA	60 dBA	55 dBA					
Ldn:	7	23	72	226					
CNEL:	8	24	77	242					

Scenario: Existing + Project + Cumulative Project Name: Montecito Ranch

Road Name: Montecito Ranch Rd.

Job Number: 4568

Road Segment: Between Main Project Access Poi

Analyst: A. Stalker

SITE SPECIF	FIC IN	IPUT DATA		NOISE MODEL INPUTS						
Highway Data				Si	te Conditions	(Hard	= 10, Sc	oft = 15)		
Average Daily Traffic (A	Adt):	2,060 vehicles	S				Autos:	10		
Peak Hour Percent	tage:	10%			Medium Ti	rucks (	2 Axles):	10		
Peak Hour Volu	ume:	206 vehicles			Heavy Tru	cks (3	+ Axles):	10		
Vehicle Sp	eed:	40 mph		Ve	ehicle Mix					
Near/Far Lane Dista	nce:	12 feet	12 feet		VehicleType	Э	Day	Evening	Night	Daily
Site Data						Autos:	80.0%	7.0%	13.0%	95.00%
Barrier Hei	iaht:	0.0 feet			Medium 7	rucks:	80.0%	7.0%	13.0%	4.00%
Barrier Type (0-Wall, 1-Be	•	0.0			Heavy T	rucks:	80.0%	7.0%	13.0%	1.00%
Centerline Dist. to Ba	rrier:	100.0 feet	-	No	oise Source E	levatio	ons (in fe	eet)		
Centerline Dist. to Observer: 110.0 feet		110.0 feet			Auto		0.000	/		
Barrier Distance to Observer:		10.0 feet			Medium Truck		2.297			
Observer Height (Above F	Pad).	5.0 feet		Heavy Trucks: 8.006 Grade Adjustm			liustment	. 0 0		
Pad Eleva	ation:	0.0 feet		Troday Trucke. 0.000 Crade Fisjacii.		jaouriori	. 0.0			
Road Eleva	ation:	0.0 feet		Lane Equivalent Distance (in feet)						
Road Gr	rade:	0.0%		Autos: 109.950						
Left V	/iew:	-90.0 degree	es		Medium Truck	ks: 10	9.869			
Right V	/iew:	90.0 degree	es		Heavy Truck	rs: 10	9.877			
FHWA Noise Model Calcu	ılation	s								
VehicleType REM	IEL	Traffic Flow	Distance		Finite Road	Fre	snel	Barrier Att	en Bei	m Atten
Autos:	66.51	-8.41	-3.4	19	0.00		-1.04	0.0	000	0.000
Medium Trucks:	77.72	-22.17	-3.4	19	0.00		-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-28.19	-3.4	19	0.00		-1.43	0.0	000	0.000
Unmitigated Noise Levels	(with	out Topo and	barrier atte	nu	ation)					

,											
Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos	54.6	52.8	48.3	46.2	54.2	54.5					
Medium Trucks	52.1	50.3	45.7	43.7	51.6	51.9					
Heavy Trucks.	51.3	49.6	45.0	42.9	50.9	51.2					
Vehicle Noise	57.7	55.9	51.4	49.3	57.2	57.5					

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	6	18	58	184
CNEL:	6	20	62	197

Scenario: Existing + Project + Cumulative

53.4

52.6

59.0

Centerline Distance to Noise Contour (in feet)

51.6

50.9

57.2

Ldn:

CNEL:

47.1

46.3

52.7

70 dBA

8

8

45.0

44.2

50.6

65 dBA

25

27

52.9

52.2

58.6

60 dBA

79

84

53.2

52.5

58.9

55 dBA

250

267

Road Name: Ash St.

Road Segment: East Project Access - Pine St. (S

Project Name: Montecito Ranch

Job Number: 4568

Analyst: A. Stalker

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Con	ditions (H	ard = 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	2,795 vehicles	3			Autos:	10		
Peak Hour	Percentage:	10%		Me	dium Truck	ks (2 Axles):	10		
Peak H	lour Volume:	280 vehicles	3	He	avy Trucks	s (3+ Axles):	10		
Ve	hicle Speed:	40 mph		Vehicle I	Miv				
Near/Far La	ne Distance:	12 feet			icleType	Day	Evening	Night	Daily
Site Data					Aut	•		13.0%	
Ba	rrier Height:	0.0 feet		Me	edium Truc	ks: 80.0%	7.0%	13.0%	4.00%
Barrier Type (0-W	_	0.0		F	leavy Truc	ks: 80.0%	7.0%	13.0%	1.00%
Centerline Di	,	100.0 feet		Noise Ca	uraa Elau	otiono (in f	2041		
Centerline Dist.	to Observer:	110.0 feet	-	Noise Sc		ations (in fe	eet)		
Barrier Distance	to Observer:	10.0 feet		Modiu	Autos: m Trucks:	0.000 2.297			
Observer Height	(Above Pad):	5.0 feet			ry Trucks:	8.006	Grade Ad	iustment	. 0 0
P	ad Elevation:	0.0 feet		Heav	y Trucks.	0.000	Grade Adj	usuriori.	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent D	istance (in	feet)		
	Road Grade:	0.0%			Autos:	109.950			
	Left View:	-90.0 degree	es	Mediui	m Trucks:	109.869			
	Right View:	90.0 degree	es	Heav	y Trucks:	109.877			
FHWA Noise Mod	el Calculation	IS							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Ber	m Atten
Autos:	66.51	-7.08	-3.4	19	0.00	-1.04	0.0	000	0.000
Medium Trucks:	77.72	-20.84	-3.4	<b>!</b> 9	0.00	-1.15	0.0	000	0.000
Heavy Trucks:	82.99	-26.86	-3.4	19	0.00	-1.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and I	barrier atte	nuation)					
VehicleType	Leq Peak Ho	ur Leq Day	Leq E	vening	Leq Ni	ght	Ldn	CI	VEL
Autos:	55	5.9	54.2	49.6		47.5	55.5	5	55.8

Friday	January	11	2008
i iluay,	January		2000

Medium Trucks:

Heavy Trucks:

Vehicle Noise:

Scenario: Existing + Project + Cumulative

Road Name: Ash St.

Project Name: Montecito Ranch

Job Number: 4568

Road Segment: Pine St.(SR-78) - Elm St. Analyst: A. Stalker

SITE SPECIFIC IN	IPUT DATA	NOISE MODEL INPUTS						
Highway Data		Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt):	676 vehicles	Autos: 10						
Peak Hour Percentage:	10%	Medium Trucks (2 Axles): 10						
Peak Hour Volume:	68 vehicles	Heavy Trucks (3+ Axles): 10						
Vehicle Speed:	40 mph	Vehicle Mix						
Near/Far Lane Distance:	12 feet	VehicleType Day Evening Night Daily						
Site Data		Autos: 80.0% 7.0% 13.0% 95.00%						
Barrier Height:	0.0 feet	Medium Trucks: 80.0% 7.0% 13.0% 4.00%						
Barrier Type (0-Wall, 1-Berm):	0.0	Heavy Trucks: 80.0% 7.0% 13.0% 1.00%						
Centerline Dist. to Barrier:	100.0 feet	Noise Source Elevations (in feet)						
Centerline Dist. to Observer:	110.0 feet	Autos: 0.000						
Barrier Distance to Observer:	10.0 feet	Medium Trucks: 2.297						
Observer Height (Above Pad):	5.0 feet	Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation:	0.0 feet	Thouse Tracks.						
Road Elevation:	0.0 feet	Lane Equivalent Distance (in feet)						
Road Grade:	0.0%	Autos: 109.950						
Left View:	-90.0 degrees	Medium Trucks: 109.869						
Right View:	90.0 degrees	Heavy Trucks: 109.877						
FHWA Noise Model Calculation	ıs							

i iiiiiii	or ourouration	•					
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-13.25	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-27.01	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-33.03	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)												
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL						
Autos:	49.8	48.0	43.5	41.4	49.3	49.6						
Medium Trucks:	47.2	45.5	40.9	38.8	46.8	47.1						
Heavy Trucks:	46.5	44.7	40.2	38.1	46.0	46.3						
Vehicle Noise:	52.8	51.1	46.5	44.4	52.4	52.7						

Centerline Distance to	Noise Contour	(in feet)
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	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	2	6	19	60
CNEL:	2	6	20	65

Scenario: Existing + Project + Cumulative

Road Name: Montecito Rd.

Road Segment: Montecito Way - Davis St.

Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

		,			_					
SITE S	PECIFIC IN	NPUT DATA			1	NOIS	SE MODE	L INPUT	S	
Highway Data				Si	te Conditions	(Ha	rd = 10, So	oft = 15)		
Average Daily T	raffic (Adt):	6,519 vehicles	S				Autos:	10		
Peak Hour F	Percentage:	10%			Medium Ti	rucks	(2 Axles):	10		
Peak Ho	our Volume:	652 vehicles	S		Heavy Tru	icks (	(3+ <i>Axles</i> ):	10		
Veh	icle Speed:	40 mph		1/4	shiola Miss					
Near/Far Lan	•	12 feet		VE	ehicle Mix		D	<b>F</b>	Λ l: l- (	Daile
					VehicleTyp		Day	Evening	Night	
Site Data						Auto		7.0%	13.0°	
Barı	rier Height:	0.0 feet			Medium 1	ruck	s: 80.0%	7.0%	13.0°	% 4.00%
Barrier Type (0-Wa	all, 1-Berm):	0.0			Heavy 7	ruck	s: 80.0%	7.0%	13.0°	% 1.00%
Centerline Dis	t. to Barrier:	100.0 feet		N	oise Source E	leva	tions (in f	eet)		
Centerline Dist. to	o Observer:	110.0 feet		/*(	Auto		0.000			
Barrier Distance to	o Observer:	10.0 feet			Medium Truck	-	2.297			
Observer Height (A	Above Pad):	5.0 feet						Grada Ad	liuotmo	nt: 0 0
Pa	d Elevation:	0.0 feet			Heavy Truck	(S.	8.006	Grade Ad	justine	n. 0.0
Road	d Elevation:	0.0 feet		La	ne Equivalen	t Dis	tance (in	feet)		
R	oad Grade:	0.0%	•		Auto	os:	109.950			
	Left View:	-90.0 degree	es		Medium Truck	ks:	109.869			
	Right View:	90.0 degree			Heavy Truck	rs:	109.877			
FHWA Noise Mode	l Calculation	ıs								
VehicleType	REMEL	Traffic Flow	Distance		Finite Road	F	resnel	Barrier Att	en B	erm Atten
Autos:	66.51	-3.41	-3.4	49	0.00	-	-1.04	0.0	000	0.000

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten				
Autos:	66.51	-3.41	-3.49	0.00	-1.04	0.000	0.000				
Medium Trucks:	77.72	-17.16	-3.49	0.00	-1.15	0.000	0.000				
Heavy Trucks:	82.99	-23.18	-3.49	0.00	-1.43	0.000	0.000				

Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	59.6	57.9	53.3	51.2	59.2	59.5					
Medium Trucks:	57.1	55.3	50.7	48.7	56.6	56.9					
Heavy Trucks:	56.3	54.6	50.0	47.9	55.9	56.2					
Vehicle Noise:	62.7	60.9	56.4	54.3	62.2	62.5					

Centerline Distance to Noise Contour (in feet)										
	70 dBA	65 dBA	60 dBA	55 dBA						
Ldn:	18	58	184	583						
CNEL:	20	62	197	623						

Scenario: Existing + Project + Cumulative

Road Name: Montecito Rd.

Road Segment: Davis St. - Main St. (SR-67)

Project Name: Montecito Ranch

Job Number: 4568 Analyst: A. Stalker

		(311	,	_							
SITE	SPECIFIC IN	NPUT DATA		NOISE MODEL INPUTS							
Highway Data			5	Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt):	8,901 vehicles	3			Autos:	10				
Peak Hou	Percentage:	10%		Medium Tı	rucks (2	Axles):	10				
Peak I	Hour Volume:	890 vehicles	3	Heavy Tru	cks (3+	Axles):	10				
Ve	ehicle Speed:	40 mph	,	/ehicle Mix							
Near/Far La	ane Distance.	12 feet	<u>'</u>				Evening	Night	Daily		
Site Data								13.0%			
				Medium 7		80.0%		13.0%			
	rrier Height:	0.0 feet									
Barrier Type (0-V	Vall, 1-Berm):	0.0		Heavy T	rucks:	80.0%	7.0%	13.0%	1.00%		
Centerline Dist. to Barrier: 100.0 feet				loise Source E	levatio	ns (in fe	eet)				
Centerline Dist.	to Observer:	110.0 feet		Auto		0.000	,				
Barrier Distance	to Observer:	10.0 feet		Medium Truck		2.297					
Observer Height	(Above Pad).	5.0 feet		_			iustment	. 0 0			
P	ad Elevation:	0.0 feet		Heavy Truck	is. C	5.000	Grade Adj	ustinoni.	. 0.0		
Ro	ad Elevation:	0.0 feet	L	.ane Equivalen	t Dista	nce (in i	feet)				
	Road Grade:	0.0%		Auto	s: 109	9.950					
	Left View:	-90.0 degree	es	Medium Truck	ks: 109	9.869					
	Right View:	90.0 degree		Heavy Truck	rs: 109	9.877					
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fres	snel	Barrier Att	en Ber	m Atten		
1	CC E4	2.05	2.40	0.00		1 0 1	0.0	100	0.000		

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.05	-3.49	0.00	-1.04	0.000	0.000
Medium Trucks:	77.72	-15.81	-3.49	0.00	-1.15	0.000	0.000
Heavy Trucks:	82.99	-21.83	-3.49	0.00	-1.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)											
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	61.0	59.2	54.6	52.6	60.5	60.8					
Medium Trucks:	58.4	56.7	52.1	50.0	58.0	58.3					
Heavy Trucks:	57.7	55.9	51.4	49.3	57.2	57.5					
Vehicle Noise:	64.0	62.3	57.7	55.6	63.6	63.9					

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	25	80	252	795
CNEL:	27	85	269	851

### APPENDIX D

BUILDING FACADE ANALYSIS PREDICTION MODEL INPUTS AND CALCULATIONS FOR EXISTING PLUS PROJECT SCENARIO

#### **OFFSITE**

```
Montecito Ranch First Floor Off Site Existing Plus Project
  T-Peak Hour Traffic Conditions, 1
297, 40, 13, 40, 3, 40
T-Peak Hour Traffic Conditions, 2
266, 40, 11, 40, 3, 40
L-Montecito Way, 1
N, 4309, 4740, 1436,
 N, 4205., 4547, 1432,
 N, 4188., 4350, 1430,
N, 4108., 4330, 1430, N, 4175., 3006, 1415, N, 4157., 2237, 1412, N, 4158., 1370, 1405, N, 4142., 385, 1400, L-Ash Street, 2 N, 11089., 6896, 1619, N, 11081.
  N, 11931., 6894, 1575
  N, 12627., 6895, 1558,
  N, 13085., 6894, 1556,
N, 13085., 6894, 1556,
N, 13954., 6891, 1552,
N, 14437., 6891, 1551,
B-Road Edge 1, 1, 1
4329., 4740, 1436, 1436,
4225., 4547, 1432, 1432,
4208., 4350, 1430, 1430,
4195., 3006, 1415, 1415,
                                                                                                                     1,0,0
  4177. , 2237, 1412, 1412,
4178. , 1370, 1405, 1405,
4178., 1370, 1405, 1405,
4162., 385, 1400, 1400,
B-Road Edge 2, 2, 1, 0, 0
4289., 4740, 1436, 1436,
4185., 4547, 1432, 1432,
4168., 4350, 1430, 1430,
4155., 3006, 1415, 1415,
4137., 2237, 1405, 1405
  4138. , 1370, 1405, 1405,
 4122., 385, 1400, 1400,
 B-Road Edge 3, 3, 1
1-1089., 6916, 1619, 1619, 11931., 6914, 1575, 1575, 12627., 6915, 1558, 1558, 13085., 6914, 1556, 1552, 13954., 6911, 1551, 1551, 1551, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1
  B-Road Edge 4, 4, 2,
  11089., 6876, 1619, 1619,
  11931., 6874, 1575, 1575,
 12627., 6875, 1558, 1558, 1558, 13085., 6874, 1556, 1556, 13954., 6871, 1552, 1552, 14437., 6871, 1551, 1551, 1551,
 R, 1 , 67 , 500
4230, 4298, 1435. ,
  R, 2, 67,500
4227,4059,1430.,
4227, 4039, 1430.,
R, 3, 67, 500
4331, 2932, 1418.,
R, 4, 67, 500
4233, 2847, 1418.,
R, 5, 67, 500
4212, 2716, 1418.,
 R, 6, 67, 500
4219, 2645, 1418.,
  R, 7, 67, 500
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#### **OFFSITE**

4226, 2558, 1416., R, 8, 67, 500, 4114, 2138, 1418., R, 9, 67, 500, 4061, 1427, 1409., R, 10, 67, 500, 4202, 669, 1409., R, 11, 67, 500, 11304, 7064, 1627., R, 12, 67, 500, 11489, 6841, 1593., R, 13, 67, 500, 11647, 6970, 1585., R, 14, 67, 500, 11716, 6952, 1583., R, 15, 67, 500, 11852, 7004, 1566., R, 16, 67, 500, 11952, 6777, 1582., R, 17, 67, 500, 11994, 6963, 1562., R, 17, 67, 500, 11994, 6963, 1562., R, 18, 67, 500, 12498, 6983, 1550., R, 19, 67, 500, 12859, 6739, 1565., R, 20, 67, 500, 12965, 7058, 1567., C, C

### SOUND32 - RELEASE 07/30/91

TITLE: Montecito Ranch First Floor Off Site Existing Plus Project

## BARRI ER DATA

BAR ELE	0	1	BARRI ER 2 3	HEI GHTS 4 5	6	7	BAR I D	LENGTH	TYPE
1 2 3 4 5 6	- - - - -	0. * 0. * 0. * 0. * 0. *					B1 P1 B1 P2 B1 P3 B1 P4 B1 P5 B1 P6	219. 3 197. 7 1344. 1 769. 2 867. 0 985. 1	BERM BERM BERM BERM BERM BERM
7 8 9 10 11 12	- - - - -	0. * 0. * 0. * 0. * 0. *					B2 P1 B2 P2 B2 P3 B2 P4 B2 P5 B2 P6	219. 3 197. 7 1344. 1 769. 2 867. 0 985. 1	BERM BERM BERM BERM BERM BERM
13 14 15 16 17	- - - -	0. * 0. * 0. * 0. *					B3 P1 B3 P2 B3 P3 B3 P4 B3 P5	843. 2 696. 2 458. 0 869. 0 483. 0	BERM BERM BERM BERM BERM
18 19 20 21 22	- - - -	0. * 0. * 0. * 0. *					B4 P1 B4 P2 B4 P3 B4 P4 B4 P5	843. 2 696. 2 458. 0 869. 0 483. 0	MASONRY MASONRY MASONRY MASONRY
1 REC	O REC ID	1 DNI	2 3 PEOPLE	4 5 LEQ(CAI	6 L)	7			
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	R-1 R-2 R-3 R-4 R-5 R-6 R-7 R-8 R-9 R-10 R-11 R-12 R-13 R-14 R-15 R-16 R-17 R-18 R-19 R-20	67. 67. 67. 67. 67. 67. 67. 67. 67. 67.	500. 500. 500. 500. 500. 500. 500. 500.	62. 8 58. 8 52. 5 57. 7 60. 1 57. 8 57. 2 63. 0 54. 9 59. 7 50. 7 57. 2 52. 2 53. 5 52. 8 56. 2 54. 2 51. 4					

Page 1

#### **MOFFSITE**

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Montecito Ranch First Floor Off Site Existing Plus Project MIT
    T-Peak Hour Traffic Conditions, 1
 297, 40, 13, 40, 3, 40
T-Peak Hour Traffic Conditions, 2
266, 40, 11, 40, 3, 40
L-Montecito Way, 1
N, 4309, 4740, 1436,
   N, 4205., 4547, 1432,
   N, 4188., 4350, 1430,
 N, 4108., 4330, 1430, N, 4175., 3006, 1415, N, 4157., 2237, 1412, N, 4158., 1370, 1405, N, 4142., 385, 1400, L-Ash Street, 2 N, 11089., 6896, 1619, N, 11081.
    N, 11931., 6894, 1575
   N, 12627., 6895, 1558,
    N, 13085., 6894, 1556,
N, 13085., 6894, 1556,
N, 13954., 6891, 1552,
N, 14437., 6891, 1551,
B-Road Edge 1, 1, 1
4329., 4740, 1436, 1436,
4225., 4547, 1432, 1432,
4208., 4350, 1430, 1430,
4195., 3006, 1415, 1415,
                                                                                                                                                                                                                                          1,0,0
    4177., 2237, 1412, 1412,
    4178. , 1370, 1405, 1405,
4178., 1370, 1405, 1405,
4162., 385, 1400, 1400,
B-Road Edge 2, 2, 1, 0, 0
4289., 4740, 1436, 1436,
4185., 4547, 1432, 1432,
4168., 4350, 1430, 1430,
4155., 3006, 1415, 1415,
4137., 2237, 1405, 1405
    4138. , 1370, 1405, 1405,
   4122. , 385, 1400, 1400,
   B-Road Edge 3, 3, 1
 1-1089., 6916, 1619, 1619, 11931., 6914, 1575, 1575, 12627., 6915, 1558, 1558, 13085., 6914, 1556, 1552, 13954., 6911, 1551, 1551, 1551, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1
   B-Road Edge 4, 4, 2,
    11089., 6876, 1619, 1619,
   11931., 6874, 1575, 1575,
 12627., 6875, 1558, 1558, 13085., 6874, 1556, 1556, 13954., 6871, 1552, 1552, 14437., 6871, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551, 1551
    4220., 4256, 1430, 1434,
 B-Barri er 8, 6, 2, 4123., 2189, 1413, 1417, 4122., 2090, 1413, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 1417, 14
 R, 1, 67, 500
4230, 4298, 1435.
R, 2, 67, 500
4227, 4059, 1430.
   R, 3, 67, 500
4331, 2932, 1418.,
    R, 4, 67,500
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#### **MOFFSITE**

```
4233, 2847, 1418., R, 5, 67, 500
4212, 2716, 1418., R, 6, 67, 500
4219, 2645, 1418., R, 7, 67, 500
4226, 2558, 1416., R, 8, 67, 500
4114, 2138, 1418., R, 9, 67, 500
4061, 1427, 1409., R, 10, 67, 500
4202, 669, 1409., R, 11, 67, 500
11304, 7064, 1627., R, 12, 67, 500
11489, 6841, 1593., R, 13, 67, 500
11489, 6841, 1593., R, 14, 67, 500
11716, 6952, 1583., R, 15, 67, 500
11716, 6952, 1583., R, 15, 67, 500
11952, 6777, 1582., R, 16, 67, 500
11952, 6777, 1582., R, 17, 67, 500
11994, 6963, 1562., R, 18, 67, 500
12498, 6983, 1550., R, 19, 67, 500
12859, 6739, 1565., R, 20, 67, 500
12965, 7058, 1567., C, C
```

### SOUND32 - RELEASE 07/30/91

BAR ELE	0	1	BARR 2	IER F 3	HEI GHT 4	ΓS 5	6	7	B <i>A</i> I D		LENGTH	TYPE
1 2 3 4 5	- - - - -	0. * 0. * 0. * 0. * 0. * 0. *							B1 B1 B1 B1 B1 B1	P2 P3 P4 P5	219. 3 197. 7 1344. 1 769. 2 867. 0 985. 1	BERM BERM BERM BERM BERM BERM
7 8 9 10 11 12	- - - -	0. * 0. * 0. * 0. * 0. *							B2 B2 B2 B2 B2 B2	P2 P3 P4 P5	219. 3 197. 7 1344. 1 769. 2 867. 0 985. 1	BERM BERM BERM BERM BERM BERM
13 14 15 16 17	- - - -	0. * 0. * 0. * 0. * 0. *							B3 B3 B3 B3 B3	P2 P3 P4	843. 2 696. 2 458. 0 869. 0 483. 0	BERM BERM BERM BERM BERM
18 19 20 21 22	- - - -	0. * 0. * 0. * 0. * 0. *							B4 B4 B4 B4 B4	P2 P3 P4	843. 2 696. 2 458. 0 869. 0 483. 0	MASONRY MASONRY MASONRY MASONRY MASONRY
23	-	4. *							B5	P1	77. 0	MASONRY
24	_	4. *							В6	P1	99. 0	MASONRY
1	0	1	2	3	4	5	6	7				<b></b>

REC REC ID	DNL	PE0PLE	LEQ(CAL)	
REC REC ID  1 R-1 2 R-2 3 R-3 4 R-4 5 R-5 6 R-6 7 R-7 8 R-8 9 R-9 10 R-10 11 R-11 12 R-12 13 R-13 14 R-14 15 R-15 16 R-16	DNL  67. 67. 67. 67. 67. 67. 67. 67. 67.	PEOPLE 500. 500. 500. 500. 500. 500. 50	LEQ(CAL)  59. 0  58. 8  52. 5  57. 7  60. 1  57. 8  57. 2  58. 7  54. 9  59. 7  50. 7  57. 2  52. 2  53. 5  52. 8  56. 2	
16 R-16 17 R-17 18 R-18	67. 67. 67.	500. 500. 500.	50. 2 52. 0 53. 5	Pago

Page 1

19	R-19	67.	500.	54. 2
20	R-20	67.	500.	51. 4

#### MOFFSI TE2

```
Montecito Ranch Second Floor Off Site Existing Plus Project
  T-Peak Hour Traffic Conditions, 1
297, 40, 13, 40, 3, 40
T-Peak Hour Traffic Conditions, 2
266, 40, 11, 40, 3, 40
L-Montecito Way, 1
N, 4309, 4740, 1436,
 N, 4205., 4547, 1432,
 N, 4188., 4350, 1430,
N, 4108., 4330, 1430, N, 4175., 3006, 1415, N, 4157., 2237, 1412, N, 4158., 1370, 1405, N, 4142., 385, 1400, L-Ash Street, 2 N, 11089., 6896, 1619, N, 11081.
  N, 11931., 6894, 1575
  N, 12627., 6895, 1558,
  N, 13085., 6894, 1556,
N, 13085., 6894, 1556,
N, 13954., 6891, 1552,
N, 14437., 6891, 1551,
B-Road Edge 1, 1, 1
4329., 4740, 1436, 1436,
4225., 4547, 1432, 1432,
4208., 4350, 1430, 1430,
4195., 3006, 1415, 1415,
                                                                                                                 1,0,0
  4177., 2237, 1412, 1412,
  4178. , 1370, 1405, 1405,
4178., 1370, 1405, 1405,
4162., 385, 1400, 1400,
B-Road Edge 2, 2, 1, 0, 0
4289., 4740, 1436, 1436,
4185., 4547, 1432, 1432,
4168., 4350, 1430, 1430,
4155., 3006, 1415, 1415,
4137., 2237, 1405, 1405
  4138. , 1370, 1405, 1405,
 4122., 385, 1400, 1400,
 B-Road Edge 3, 3, 1
1-1089., 6916, 1619, 1619, 11931., 6914, 1575, 1575, 12627., 6915, 1558, 1558, 13085., 6914, 1556, 1552, 13954., 6911, 1551, 1551, 1551, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1561, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1661, 1
 B-Road Edge 4, 4, 2,
  11089., 6876, 1619, 1619,
 11931., 6874, 1575, 1575,
 12627., 6875, 1558, 1558, 1558, 13085., 6874, 1556, 1556, 13954., 6871, 1552, 1552, 14437., 6871, 1551, 1551, 1551,
 R, 1 , 67 , 500
12859, 6739, 1575. ,
  R, 2, 67,500
  12965, 7058, 1577.,
  C, C
```

### SOUND32 - RELEASE 07/30/91

TITLE: Montecito Ranch Second Floor Off Site Existing Plus Project

## BARRI ER DATA

BAR ELE	0	1	BAR 2	RIER I 3	HEI GH 4	TS 5	6	7	BAR I D	LENGTH	TYPE
1 2 3 4 5 6	 - - - -	0. * 0. * 0. * 0. * 0. * 0. *							B1 P1 B1 P2 B1 P3 B1 P4 B1 P5 B1 P6	219. 3 197. 7 1344. 1 769. 2 867. 0 985. 1	BERM BERM BERM BERM BERM BERM BERM
7 8 9 10 11	- - - -	0. * 0. * 0. * 0. * 0. *							B2 P1 B2 P2 B2 P3 B2 P4 B2 P5 B2 P6	219. 3 197. 7 1344. 1 769. 2 867. 0 985. 1	BERM BERM BERM BERM BERM BERM
13 14 15 16 17	- - - -	0. * 0. * 0. * 0. * 0. *							B3 P1 B3 P2 B3 P3 B3 P4 B3 P5	843. 2 696. 2 458. 0 869. 0 483. 0	BERM BERM BERM BERM BERM
18 19 20 21 22	- - - -	0. * 0. * 0. * 0. * 0. *							B4 P1 B4 P2 B4 P3 B4 P4 B4 P5	843. 2 696. 2 458. 0 869. 0 483. 0	MASONRY MASONRY MASONRY MASONRY
	0	1	2	3	4	5	6	7			

REC REC I D DNL PEOPLE LEQ(CAL)

1 R-1 67. 500. 55. 2
2 R-2 67. 500. 53. 2

### APPENDIX E

EXTERIOR ANALYSIS PREDICTION MODEL INPUTS AND CALCULATIONS FOR BUILDOUT SCENARIO

```
Montecito Ranch First Floor Unmitigated
Montecito Ranch First Floor Unmiti
T-Peak Hour Traffic Conditions, 1
559, 40, 24, 40, 6, 40
L-Montecito Ranch Road, 1
N, 11579., 6897, 1590,
N, 10559., 6903, 1620,
N, 9833., 6887, 1630,
N, 9506., 6916, 1630,
N, 9105., 7007, 1620,
N, 8869., 7093. 1610
N, 9105., 7007, 1620, N, 8869., 7093, 1610, N, 8646., 7194, 1600, N, 8318., 7369, 1598, N, 8025., 7517, 1595, N, 7868., 7579, 1590, N, 7583., 7664, 1600, N, 7318., 7709, 1610, N, 6618., 7702, 1621, N, 5635.
N, 6618., 7702, 1621, N, 5635., 7271, 1590, N, 4735., 6764, 1530, R, 1, 67, 500 10836, 6982, 1620., R, 2, 67, 500 10357, 6979, 1616., R, 3, 67, 500 9275, 7054, 1609., R
9275, 7054, 1609.,
R, 4, 67, 500
8442, 7434, 1610.,
R, 5, 67, 500
7996, 7647, 1603.,
R, 6, 67, 500
7622, 7758, 1610.,
R, 7, 67, 500
7058, 7834, 1632.,
 R, 8 , 67 ,500
6577,7771,1627.,
  R, 9, 67, 500
6096, 7640, 1627.
  R, 10 , 67 , 500
 5792, 7537, 1636.,
R, 11, 67, 500
6249, 8613, 1611.,
R, 12, 67, 500
 7798, 9106, 1565. ,
 R, 13 , 67 ,500
8942,7771,1597.,
 R, 14 , 67 ,500
10612,8537,1592.,
R, 15 , 67 ,500
11177,9526,1603.,
  C, C
```

### SOUND32 - RELEASE 07/30/91

TITLE: Montecito Ranch First Floor Unmitigated

# BASED ON FHWA-RD-108 AND CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEI VER	LEQ
RECEI VER	LEQ 63. 3 63. 4 63. 2 61. 8 61. 9 62. 2 61. 3 63. 1 60. 5 59. 6 50. 4
R-12 R-13 R-14 R-15	48. 2 53. 7 47. 3 43. 3
K-19	45.5

```
Montecito Ranch First Floor Mitigated
 T-Peak Hour Traffic Conditions,
559, 40, 24, 40, 6, 40
L-Monteci to Ranch Road, 1
N, 11579., 6897, 1590,
N, 10559., 6903, 1620,
N, 9833. , 6887, 1630,
N, 9506. , 6916, 1630,
N, 9105., 7007, 1620,
N, 9105., 7007, 1620, N, 8869., 7093, 1610, N, 8646., 7194, 1600, N, 8318., 7369, 1598, N, 8025., 7517, 1595, N, 7868., 7579, 1590, N, 7583., 7664, 1600, N, 7318., 7709, 1610, N, 6618., 7702, 1621, N, 5635.
 N, 5635., 7271, 1590,
N, 4735., 6764, 1530,
B-Noise Barrier 1, 1 , 2 , 0 ,0
11089., 6971, 1620, 1626, 10688., 6966, 1620, 1626, 10608., 7099, 1620, 1626, B-Noi se Barri er 2, 2, 10506., 7096, 1625, 1631, 10434.
                                                                                2,0,0
 10434. , 6968, 1625, 1631, 9746. , 6967, 1630, 1636,
9746., 6967, 1630, 1636,

9405., 7007, 1630, 1636,

9062., 7100, 1620, 1626,

9043., 7240, 1620, 1626,

B-Noi se Barri er 3, 3, 2, 0, 0

8949., 7284, 1610, 1616,

8823., 7198, 1610, 1616,

8374., 7459, 1605, 1611,
 7970., 7641, 1598, 1604,
7540. , 7765, 1609, 1615, 7470. , 7886, 1609, 1615,
7470., 7886, 1609, 1615, B-Noi se Barri er 4, 4, 7313., 7893, 1628, 1634, 7262., 7820, 1628, 1634, 6862., 7806, 1625, 1631, 6486., 7736, 1622, 1628, 6371., 7842, 1621, 1627, P. Noi se Barri er 5, 5
                                                                              2,0,0
 B-Noise Barrier 5, 5,
                                                                               2 , 0 ,0
6262. , 7804, 1621, 1627,
6222., 7604, 1621, 1627, 6227., 7669, 1621, 1627, 6047., 7610, 1622, 1628, 6022., 7624, 1629, 1635, 5760., 7507, 1631, 1637, 5713., 7559, 1631, 1637, R, 1, 67, 500
10836, 6982, 1620.,
 R, 2, 67,500
10357,6979,1616.,
10357, 6979, 1616.
R, 3, 67, 500
9275, 7054, 1609.,
R, 4, 67, 500
8442, 7434, 1610.,
R, 5, 67, 500
7996, 7647, 1603.,
R, 6, 67, 500
7622, 7758, 1610.,
R, 7, 67, 500
 R, 7, 67, 500
```

#### 4568M1

7058, 7834, 1632., R, 8, 67, 500, 6577, 7772, 1627., R, 9, 67, 500, 6096, 7640, 1627., R, 10, 67, 500, 5792, 7537, 1636., R, 11, 67, 500, 6249, 8613, 1611., R, 12, 67, 500, 7798, 9106, 1565., R, 13, 67, 500, 8942, 7771, 1597., R, 14, 67, 500, 10612, 8537, 1592., R, 15, 67, 500, 11177, 9526, 1603., C, C

### SOUND32 - RELEASE 07/30/91

TITLE: Montecito Ranch First Floor Mitigated

## BARRI ER DATA

BAR ELE	0	1	BAR 2	RI ER 1 3	HEI GH 4	TS 5	6	7	BAR I D	LENGTH	TYPE
1 2	-	6. * 6. *							B1 P1 B1 P2	401. 0 155. 2	MASONRY MASONRY
3 4 5 6 7	- - - -	6. * 6. * 6. * 6. *							B2 P1 B2 P2 B2 P3 B2 P4 B2 P5	146. 9 688. 0 343. 3 355. 5 141. 3	MASONRY MASONRY MASONRY MASONRY MASONRY
8 9 10 11 12	- - - -	6. * 6. * 6. * 6. *							B3 P1 B3 P2 B3 P3 B3 P4 B3 P5	152. 6 519. 4 443. 2 447. 7 139. 8	MASONRY MASONRY MASONRY MASONRY MASONRY
13 14 15 16	- - -	6. * 6. * 6. * 6. *							B4 P1 B4 P2 B4 P3 B4 P4	89. 1 400. 3 382. 5 156. 4	MASONRY MASONRY MASONRY MASONRY
17 18 19 20 21	- - - -	6. * 6. * 6. * 6. *							B5 P1 B5 P2 B5 P3 B5 P4 B5 P5	139. 5 189. 4 29. 5 286. 9 70. 1	MASONRY MASONRY MASONRY MASONRY MASONRY
	0	1	2	3	4	5	6	7			

1	U	,		3	4	J
REC	REC ID		DNL	PEOPLE	LE	Q(CAL)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15	R-1 R-2 R-3 R-4 R-5 R-6 R-7 R-8 R-9 R-10 R-11 R-12 R-13 R-14 R-15		67. 67. 67. 67. 67. 67. 67. 67. 67. 67.	500. 500. 500. 500. 500. 500. 500. 500.	50 45 44 54 55 52 54 55 53 51 44 39 46 41 38	. 6 . 9 . 1 . 1 . 9 . 1 . 8 . 1 . 6 . 8

```
Montecito Ranch Second Floor w/ Barriers
 T-Peak Hour Traffic Conditions, 1
559, 40, 24, 40, 6, 40
L-Monteci to Ranch Road, 1
N, 11579., 6897, 1590,
N, 10559., 6903, 1620,
N, 9833. , 6887, 1630,
N, 9506. , 6916, 1630,
 N, 9105., 7007, 1620,
N, 9105., 7007, 1620, N, 8869., 7093, 1610, N, 8646., 7194, 1600, N, 8318., 7369, 1598, N, 8025., 7517, 1595, N, 7868., 7579, 1590, N, 7583., 7664, 1600, N, 7318., 7709, 1610, N, 6618., 7702, 1621, N, 5635.
 N, 5635., 7271, 1590,
N, 4735., 6764, 1530,
B-Noi se Barri er 1, 1 , 2 , 0 ,0
11089., 6971, 1620, 1626, 10688., 6966, 1620, 1626, 10608., 7099, 1620, 1626, B-Noi se Barri er 2, 2, 10506., 7096, 1625, 1631, 10408.
                                                                               2,0,0
 10434., 6968, 1625, 1631,
9746. , 6967, 1630, 1636,
9746., 6967, 1630, 1636,

9405., 7007, 1630, 1636,

9062., 7100, 1620, 1626,

9043., 7240, 1620, 1626,

B-Noi se Barri er 3, 3, 2, 0, 0

8949., 7284, 1610, 1616,

8823., 7198, 1610, 1616,

8374., 7459, 1605, 1611,
 7970., 7641, 1598, 1604,
7540. , 7765, 1609, 1615, 7470. , 7886, 1609, 1615,
7470., 7886, 1609, 1615, B-Noi se Barri er 4, 4, 7313., 7893, 1628, 1634, 7262., 7820, 1628, 1634, 6862., 7806, 1625, 1631, 6486., 7736, 1622, 1628, 6371., 7842, 1621, 1627, P. Noi se Barri or 5, 5
                                                                            2,0,0
 B-Noise Barrier 5, 5,
                                                                            2,0,0
B-Noi se Barri er 5, 5
6262, 7804, 1621, 1627,
6227, 7669, 1621, 1627,
6047, 7610, 1622, 1628,
6022, 7624, 1629, 1635,
5760, 7507, 1631, 1637,
5713, 7559, 1631, 1637,
R, 1, 67, 500
10836, 6982, 1630,
 R, 2, 67,500
10357,6979,1626.,
10357, 6979, 1626.
R, 3, 67, 500
9275, 7054, 1619.,
R, 4, 67, 500
8442, 7434, 1620.,
R, 5, 67, 500
7996, 7647, 1613.,
R, 6, 67, 500
7622, 7758, 1620.,
R, 7, 67, 500
 R, 7, 67, 500
```

#### 4568U2

7058, 7834, 1642., R, 8, 67, 500, 6577, 7771, 1637., R, 9, 67, 500, 6096, 7640, 1637., R, 10, 67, 500, 5792, 7537, 1646., R, 11, 67, 500, 6249, 8613, 1621., R, 12, 67, 500, 7798, 9106, 1575., R, 13, 67, 500, 8942, 7771, 1607., R, 14, 67, 500, 10612, 8537, 1602., R, 15, 67, 500, 11177, 9526, 1613., C, C

### SOUND32 - RELEASE 07/30/91

TITLE: Montecito Ranch Second Floor w/ Barriers

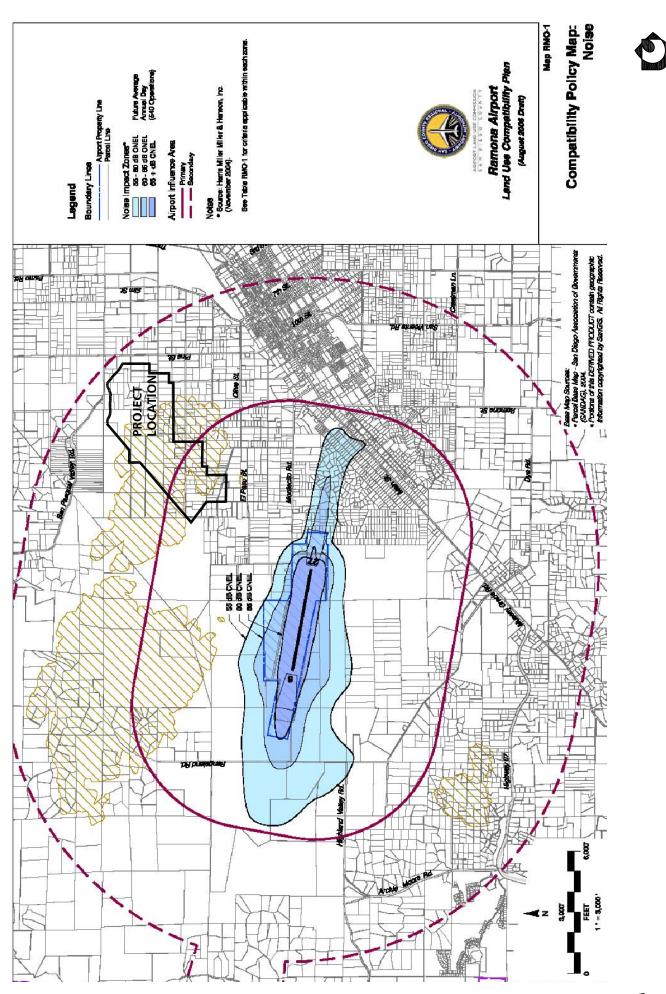
## BARRI ER DATA

BAR ELE	0	1	BARF 2	RIER I 3	HEI GHT 4	ΓS 5	6	7	B/	AR D	LENGTH	TYPE
1 2	-	6. * 6. *								P1 P2	401. 0 155. 2	MASONRY MASONRY
3 4 5 6 7	- - - -	6. * 6. * 6. * 6. *							B2 B2 B2	P3	146. 9 688. 0 343. 3 355. 5 141. 3	MASONRY MASONRY MASONRY MASONRY
8 9 10 11 12	- - - -	6. * 6. * 6. * 6. *							B3 B3 B3	P3	152. 6 519. 4 443. 2 447. 7 139. 8	MASONRY MASONRY MASONRY MASONRY
13 14 15 16	- - -	6. * 6. * 6. * 6. *							B4 B4		89. 1 400. 3 382. 5 156. 4	MASONRY MASONRY MASONRY MASONRY
17 18 19 20 21	- - - -	6. * 6. * 6. * 6. *							B5 B5 B5 B5 B5	P2	139. 5 189. 4 29. 5 286. 9 70. 1	MASONRY MASONRY MASONRY MASONRY MASONRY
1	0	1	2	3	4	5	6	7				

1	U	ı	2 3	4 ,	,
REC	REC ID	DNL	PEOPLE	LEQ(	CAL)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15	R-1 R-2 R-3 R-4 R-5 R-6 R-7 R-8 R-9 R-10 R-11 R-12 R-13 R-14 R-15	67. 67. 67. 67. 67. 67. 67. 67. 67. 67.	500. 500. 500. 500. 500. 500. 500. 500.	59. 4 51. 2 47. 1 61. 6 61. 8 62. 1 61. 1 63. 0 60. 4 59. 5 44. 8 40. 0 46. 7 41. 9 38. 0	

## APPENDIX F

RAMONA AIRPORT NOISE CONTOURS





## APPENDIX G

FRESNEL BARRIER MODEL OUTPUT

### 1) Elevated Point Source

Source to Receiver Horizontal Distance (ft) = 175.00

Source to Barrier Horizontal Distance (ft) = 150.00

Barrier to Receiver Horizontal Distance (ft) = 25.00

Source Height (ft) = 8.00

Receiver Height (ft) = 5.00

Barrier Height (ft) = 8.00

Distance Source to Receptor (ft) d = 175.03

Distance Source to Barrier top (ft) d1 = 150.00

Distance Barrier top to Receiver (ft) d2 = 25.18

```
Frequency (Hz) = 8000 Attenuation (db) = 16.3 Fresnel N = 2.181
```

Frequency (Hz) = 4000 Attenuation (db) = 13.7 Fresnel N = 1.091

Frequency (Hz) = 2000 Attenuation (db) = 11.4 Fresnel N = 0.545

Frequency (Hz) = 1000 Attenuation (db) = 9.7 Fresnel N = 0.273

Frequency (Hz) = 500 Attenuation (db) = 8.2 Fresnel N = 0.136

Frequency (Hz) = 250 Attenuation (db) = 7.1 Fresnel N = 0.068

Frequency (Hz) = 125 Attenuation (db) = 6.0 Fresnel N = 0.034

Frequency (Hz) = 63 Attenuation (db) = 5.2 Fresnel N = 0.017

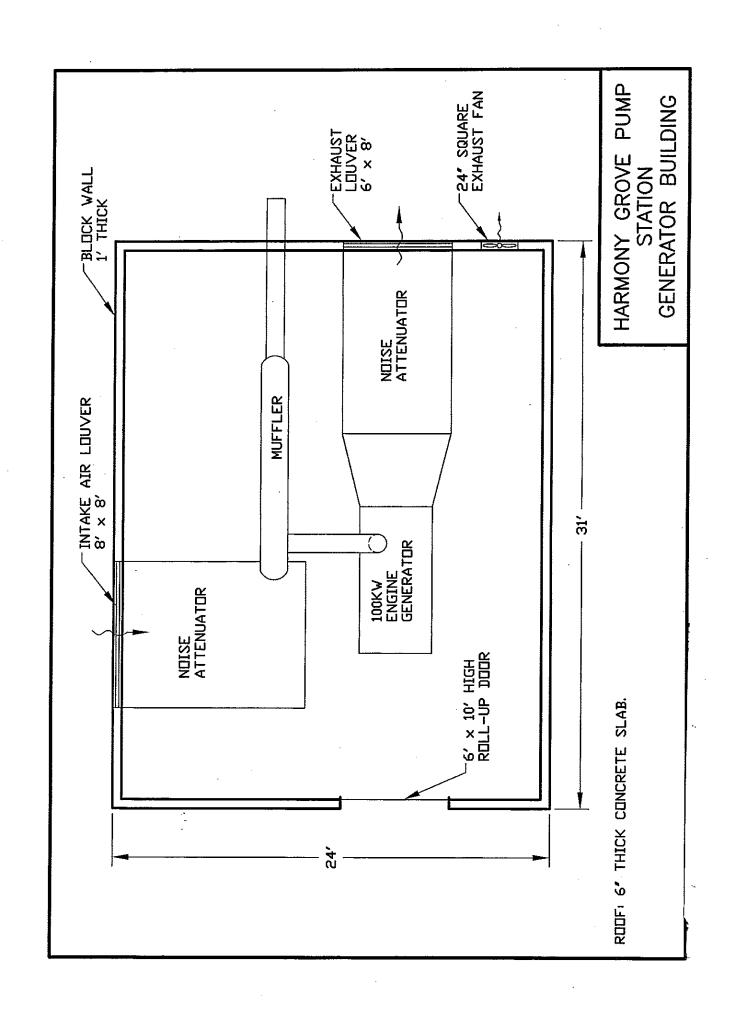
### **APPENDIX H**

WASTEWATER RECLAMATION FACILITY EQUIPMENT INFORMATION AND SOUND DATA

**Table A3.1** 

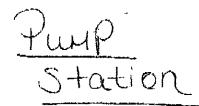
Wastewater Treatment Plant Preliminary Equipment and Noise Control Measures (Based on similar facility)

Facility Component	Primary Equipment	Manufacturer/Model	Power	Number of Units	Noise Control
Operations Building	Emergency Generator Air Compressor Plant Sewer Pump Hydropneumatic Pump Exhaust Fan Odor Control Room Exhaust Fan.	Generac Quincy Pumpex Aurora 344ABF Harrington HPCA 3000 Lauren Cook 24ED604D17	350 kW 15 HP 4 HP 10 HP 50 HP 3/4 HP	- 0400-	Building, sound absorbing material on walls, 12" acoustical louvers, muffler Building in Vault None Building, standard louvers
Headworks, Effluent/Emergency Storage Area	Basin Pump Short-term Basin Pump Auguer Monster Blower	Pumpex K153CD5245 Barnes SE Series JWC Env. 2400 Series Kaeser Omega DB165	10 HP ½ HP 2 HP 10 HP	4 1 2 1	in Vault in Vault Building, standard louvers Building, sound absorbing material on walls, standard louver
ProcessArea, Sludge/Dewatering Building	Exhaust Fan Sludge Pump Treatment Plant Blower Centrifuge Inclined Sludge Conveyor Horizontal Conveyor Backdrive Motor	Harrington HPIA 2225 Cornell 3NLTF53-4 Kaeser Omega 61 Alfa Laval DS-401 American Bulk Conveying U-215 American Bulk Conveying U-215 Alfa Laval DS-401	2 HP 3 HP 25 HP 75 HP 2 HP 2 HP 15 HP	355	Building, sound absorbing material on walls Building Separate room in building, sound absorbing material on walls
Effluent Pump Station	Effluent Pump Plant Water Pump Water Champ Irrigation Pump Floco Mixer Pump	Paco 495-13 Pumpex K100F-CB5124 USFilter SWC2F Grundfos B45000055 Sharpe Mixers 7.5N22-52	15 HP 3 HP 2 HP 5 HP 3/4 HP	2 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Building, standard louvers Building, standard louvers in Vault Metal enclosure



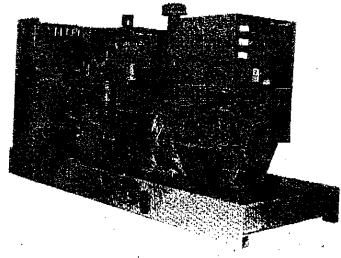






## 100 DGDB 60 Hz 85 DGDB 50 Hz Diesel-Fueled Generator Set

80 Hz 100 kW 90 kW 125 kVA 113 kVA 50 Hz 85 kW 77 kW 106 kVA 96 kVA



# COPY

### **Generator Set Features**

- Single-source design, manufacturing and testing of all set components and accessories by Onan Corporation.
- Accepts 100% of nameplate kW rating in one step, in compliance with NFPA 110, Paragraph 5-13.2.6.

### Standard Equipment

#### ENGINE

Cummins 4-cycle diesel engine.

### ALTERNATOR

Brushless Oner, AC alternator provides broad range reconnectible output. Designed for service in devere environments.

#### CONTROL PANEL

Vibration isolated control with analog instrumentation.

#### **VOLTAGE REGULATOR**

Electronic voltage regulator provides precise regulation and uncertification compensation.

#### COOLING SYSTEM

High ambient 122° F (50° C) system.

#### SKID BASE

Supports the alternation and engine. Battery rack and cooling system mount to the skid base, Integral vibration isolation.

Engine torquematched excitation system provides quick recovery from transient speed dips

Low reactance generator design offers low waveform distortion with non-linear loads and provides excellent motor starting capabilities.

### Generator Set Testing



The Prototype Test Support (PTS) program is our commitment to verifying the integrity of our designs and products.

Before the generator sets are put into production, prototype models are subjected to demanding tests with typical/atypical loads and transients anticipated in service.

Production incides earn the PTS seal only after meeting the conformance criteria established by the program.

### Single-Source Warranty

All generator set components and systems are covered by a limited one-year warranty. Optional two- and tive-year extended programs are available.



Standard Models are CSA certified.

DGDB Diesel-fusied Generator Set

Specifications May Change Without Notice.

Onan Corporation 4/90 Bulletin 08\$-100A



## **Sound Data**

100DGDB 60 Hz

### Sound Pressure Levels @ 7 meters dB(A)

					Pos	tion (Note	1)	-		8 Position
Configuration		1	2	3	4	5	6	7	8	Average
Standard - Unhoused (Note 3)	Infinite Exhaust	82.1	86.4	85.5	85.4	82.0	85.3	84.7	85.1	84.6
F182 - Weather (Note 3)	Infinite Exhaust	84.1	86.8	85.2	85.3	79.5	83.8	84.8	85.8	84.4
F182 - Weather	Mounted Muffler	85.3	87.9	85.9	85.6	80.8	85.3	86.1	87.5	85.6
F172 - Quiet Site II First Stage	Mounted Muffler	85.2	83.1	74.6	72.8	68.8	70.7	73.5	83.9	76.6
F173 - Quiet Site II Second Stage	Mounted Muffler	67.8	71.1	71.9	71.6	67.3	68.8	68.2	70.9	69.6

#### Note:

- 1. Position 1 faces the engine front at 23 feet (7 m) from the center of the generator set. The positions proceed around the generator set in a counter-clockwise direction in 45° increments.
- 2. Data based on full rated load with standard radiator-fan package.
- 3. Sound data for generator set with infinite exhaust do not include exhaust noise.
- 4. Sound pressure levels per ANSI \$1.13-1971 as applicable.
- 5. Reference sound pressure is 20 μPa.
- 6. Sound pressure levels are subject to instrumentation, measurement, installation and generator set variability.

### Sound Power Levels dB(A)

		Octave Band Center Frequency (Hz)									
Configuration		63	125	250	500	1000	2000	4000	8000	Level	
Standard - Unhoused (Note 3)	Infinite Exhaust	71.2	85.3	96.4	99.9	105.1	105.0	101.5	96.5	109.9	
F182 - Weather	Mounted Muffler	87.7	.99.5	99.7	103.9	106.9	106.7	102.3	97.9	112.1	
F172 - Quiet SIte II First Stage	Mounted Muffler	76.5	90.7	93.5	99.8	102.6	102.8	99.0	91.5	107.8	
F173 - Quiet Site II Second Stage	Mounted Muffler	75.1	90.4	89.8	90.2	92.0	90.3	87.3	87.3	98.2	

#### Note:

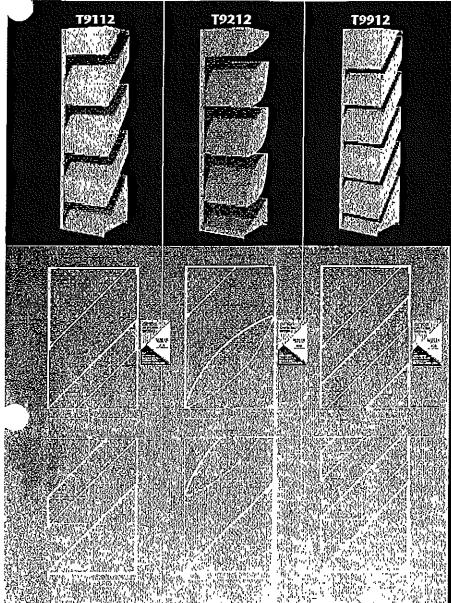
- 1. Data based on full rated load with standard radiator-fan package.
- 2. Sound power per ANSI S12.34-1988 and ISO 3744 as applicable.
- 3. Sound data for generator set with infinite exhaust do not include exhaust noise.
- 4. Reference sound power is 1pW=1 x  $10^{-12}$  W.
- 5. Sound power levels are subject to instrumentation, measurement, installation and generator set variability.

## <u>APPENDIX I</u>

ACOUSTICAL LOUVERS SOUND DATA

NEW HOLES

### **Acoustic Louvers**



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Couver Type:	19112 🧀 🏖	79212,	7. <b>19912</b> /3
Material	Alloy 5005-H34	Aldminum Alloy 5005-H34	Alloy 5005-Fl34
Stationary Blade:	0.081" (2.06mm)	0.081°:(2.06mm)	0.081" (2,06mm)
Frame: ,	0.081!! (2,06mm)	. <b>0.081</b> " (2.06mm)	0.081" (2.06mm)
Acoustic Material:	Fiberglass	Fiberglass	Fiberglass
Louver Depth:	12" (304.8mm)	12" (304.8mm)	12" (304.8mm)
Blade Angle:	45'	45'	45*
Test Standard:	AMCA Standard 500-L-99	AMCA Standard 500-L-99	AMCA Standard 500-L-99
Free Area – 4' x 4' Unit:	<b>4.07 sq. ft.</b> (0.378 sq m)	<b>4.09 sq. ft.</b> (0.379 sq m)	<b>2.99 sq. ft.</b> (0.278 sq m)
Percent Free Area:	25%	26%	19%
Beginning Point of Water	<b>1,046 FPM</b> (319 m/min)	<b>1,116 FPM</b> (340 m/min)	<b>1,171 FPM</b> (357 m/min)
Penetration-	4,257 CFM	4,564 CFM	3,501 CFM
0.01 oz./sq. ft. Free Area:	(1 20 m³/mln) <b>0.13" H<sub>2</sub>0</b> (0.032 kPa)	(1 <i>29 m³/m</i> in) <b>0.09" H<sub>3</sub>0</b> (0.022 kPa)	(99 m²/min) <b>0.15" H,O</b> (0.037 kPa)

### **Acoustic Louvers**

Acoustic performance ratings are determined by Riverbank Acoustical Laboratories, Geneva, IL, with all facilities and procedures in explicit conformity with ASTM Designations E90-97, "Recommended Practice for Laboratory Measurement of Airborne Sound Transmission Loss of Building Partitions", and E413-87, "Standard Classification for Determination of Sound Transmission Class".

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					0	12.00	8000	COR		17-111	3111

	Octav	еĒ	ÐΠ	ds (	Ceni	er F	(CI) II	епсу	ΗZ
Litures Type	Depin	65	1/-	250	500	1,600	2,000	4,000	0,000
T/CB9106	6" {152.4 <i>m</i> m)	E	9	10	14	23	26	24	23
T/C89206	6" (157.4mm)	12	9	10	13	18	21	20	21
T/CB2108	iii' (203.2mm)	13	10	17	17	25	26	23	24
T/CB9208	É* (203.2(195))	is	11	10	14	21	20	19	21
T/CB9112	12' (304.9mm)	14	12	15	20	22	20	20	21
T/C89212	12" (301.8mm)	13	10	13	15	ló	16	. 17	70
T/C89912	12" (304.8mm)	1¢	15	20	26	25	22	22	27

Recommended Specification:

Furnish and install Airfoil Blade Acoustic Louver Type T9212 as designed and manufactured by The AIROLITE Company, Marletta, Ohio USA. Louvers shall be constructed entirely of aluminum, alloy 5005-1134. Airfoil blades shall be minimum 0.081° (2.06mm) wall thickness and illied with sound absorbent fiberglass. Frames shall be minimum 0.081° (2.06mm) wall thickness. Louver assemblies shall be 12' (304,8mm) deep with 45 degree stationary blades. Each louver shall be fitted with ½' (12.7mm) mesh x 0.063° (1.60mm) diameter aluminum bird screen in non-rewirable U-shaped frames for permanently securing screen mesh. Blades shall be joined to each jamb frame and vertical stilfening member with four fillet welds each 1" (25.4mm) long produced with the Pulsed Gas Metal Arc Welding process (GMAW/MIG) with a minimum 0.125° (3.18mm) throat. Frames shall be joined at each corner with full-length GMAW fillet welds with a minimum 0.125° (3.18mm) throat. Manufacturer shall submit theoretical calculations prepared by a professional engineer specializing in the application of welding technology demonstrating that each weld will withstand minimum 526 pounds of lorce in shear.

Louvers shall be factory primed and FINSHED-AFTER-ASSEMBLY with a Kynar 500° (PVF.) resin coating in a color selected from the manufacturer's standard color chart. Prime and Kynar's resin coating shall be oven baked at 450°F in accordance with the coating manufacturer's instructions.

Manufacturer's instructions.

manufacturer's instructions.

Manufacturer shall submit acoustical performance data on a 4' x 4' (1.22 m x 1.22 m) unit derived by an independent laboratory in accordance with ASTM E90-97 demonstrating that the louver conforms to the following:

Mld frequency Hertz

63 725 250 500 1000 2000 4000 B000

Free-Field Noise Reduction – Decibels

Deabeh 13 10 13 15 16 16 17 20
Louvers shall bear Air Movement and Control Association (AMCA) Certified Ratings Seals for air performance and water penetration ratings. Manufacturer shall submit Air Movement & Control Association (AMCA) laboratory test report on a 4' × 4' (1.22 m × 1.22 m) unit demonstrating that it provides a minimum of 4.15 square feet (0.385 sq m) of free area and shall intake 1,112 FPM (339 m/min) free area velocity at a static pressure drop not exceeding 0.09" H,O (0.022 kPa) per AMCA Standard 500-L-99. Water penetration shall not exceed 0.01 ounces per square foot of free area at a velocity of 1,112 FPM (339 m/min) when lested for 15 minutes per AMCA Standard 500-L-99. 13 10 13 15 16 16 17 20